

Exhibit A

**Los Osos
Circulation Study**

ANNUAL UPDATE



2002

Prepared by the County of San Luis Obispo
Department of Public Works
Transportation Division and Omni – Means, LTD.

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Chapter 1

INTRODUCTION

This Traffic Circulation Study addresses the need for capacity related transportation improvements in the community of Los Osos through the year 2030. Which is forecasted to be when Los Osos will achieve build out of existing vacant lots, as well as those that can be created under the current (2002) land use designations. This report includes the costs and potential funding mechanisms for these improvements.

The unincorporated community of Los Osos is located in coastal San Luis Obispo County. The Urban Reserve Line bounds the shaded area in Figure 1 which includes approximately 2,590 acres. Los Osos currently has a small central commercial core, single-family residential development, mobile homes, and limited multi-family residential development.

The objective of the technical analyses was to define future projected capacity demands and the roadway improvements necessary to accommodate them. A key element of the study was to determine the necessary capital improvement program and development impact fees to support the program. This is done per Government Code Section 66000 for exacting mitigation fees.

The focus of this Circulation Study Update is the correction of capacity deficiencies related to new development, because these are the only projects that road impact fee monies can be applied to. Other projects related to safety, bicycle, pedestrian, public transportation facilities and existing roadway geometric deficiencies must be funded by other sources.

A Los Osos Community Visioning Process was held during 1991-92 to outline the interests and concerns of the Community with regards to transportation and planning issues. Many of those concerns have been or are being incorporated into the appropriate Planning documents. All matters related to zoning, permitting of buildings and other planning issues are the purview of the Department of Planning and Building, and are covered by the General Plan. Matters pertaining to bicycle lanes are covered by the County Bikeways Plan. Matters relating to hiking and equestrian trails are covered by the Trails Plan implemented by the Parks Division of the General Services Department.

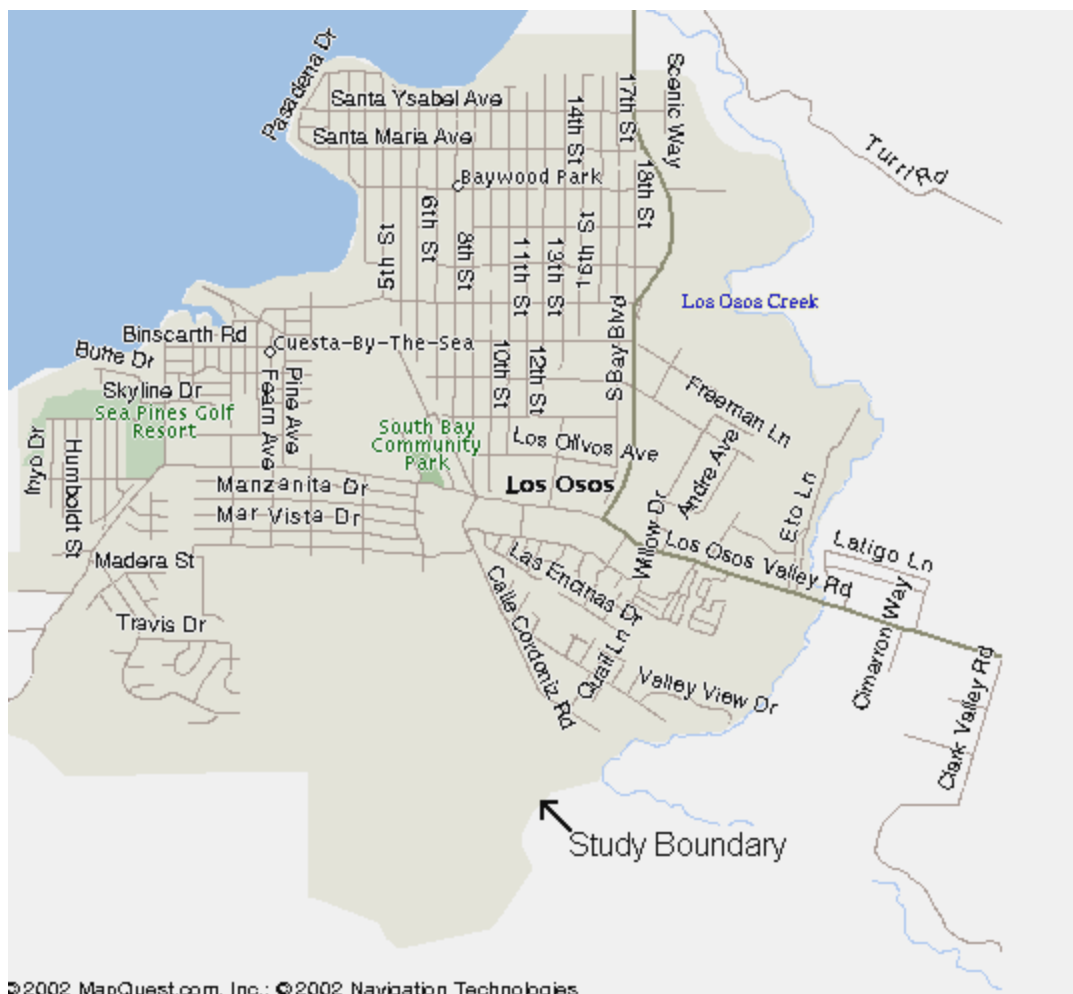


Figure 1 – Los Osos Study Area

Chapter 2

EXISTING CONDITIONS

This chapter reviews the existing conditions of the road system serving the community of Los Osos. The topics include an inventory of the road system, review of functional classifications, analyses of traffic volumes and operations, and a discussion of the existing public transit service, bicycle, and pedestrian systems. Existing deficiencies will be identified and documented in this chapter as well.

FUNCTIONAL CLASSIFICATION

For transportation planning purposes, all major roadways are classified according to their traffic carrying and access roles. The San Luis Obispo County Public Works Department uses a system of four functional classes:

- **Principal Arterials** are designed to carry high traffic volumes with minimum interruptions.
- **Arterials** carry regional traffic at high speeds, but access is permitted at cross streets. Access to abutting parcels is controlled by permitting for driveways and encouragement of shared access.
- **Collectors** serve sub-regional traffic movement and provide local access to abutting properties. They also serve to collect and distribute traffic within neighborhoods and allow direct access to adjacent parcels.
- **Minor Roads** provide direct access to property, and through traffic is discouraged.

ROADWAY INVENTORY

Regional and local access for Los Osos is provided by Los Osos Valley Road and South Bay Boulevard. These roadways are shown in Figure 1 and are described briefly below.

Los Osos Valley Road (LOVR) is a two-lane arterial with sections of curb and gutter, sidewalks, some bike lanes, and some on-street parking allowed on both sides of the street. It is oriented east/west through the study area, extending between Pecho Road to the west and through the study boundary to San Luis Obispo on the east. The intersections with South Bay Boulevard, Ninth Street/Bayview Heights Drive, Tenth Street, and Doris Avenue are signalized.

South Bay Boulevard is a two-lane arterial with bike lanes. South Bay Boulevard is oriented north/south through the community of Los Osos, connecting south to Los Osos Valley Road and north through the study boundary to Morro Bay and Highway 1. The intersections with Los Osos Valley Road and Santa Ysabel Avenue are both signalized.

Santa Ysabel Avenue is a two-lane collector. It is oriented east/west, from Second Street to east of South Bay Boulevard.

Ramona Avenue is a two-lane collector, oriented east/west. Extending from Pine Avenue to Mountain View Drive, with the section from Tenth Street to Mountain View Drive being unpaved.

Nipomo Avenue is a two-lane collector, oriented east/west with on-street parking and extends from Seventh Street to Andre Avenue.

Ninth Street is a two-lane collector. It runs north/south within the study area, extending between Los Osos Valley Road to the south and Pismo Avenue.

Pine Avenue is a two-lane collector oriented north/south between Los Osos Valley Road and Ramona Avenue.

Seventh Street is a two-lane collector, oriented north/south. It connects to Ramona Avenue to the south and Santa Ysabel Avenue to the north.

Eleventh Street is a two-lane collector, oriented north/south. It stretches from Los Olivos Avenue in the south to Santa Ysabel Avenue in the north.

El Moro Avenue is a two-lane collector oriented east/west between Second Street and Eleventh Street. Between Twelfth Street and South Bay Boulevard, El Moro Avenue is unpaved.

Second Street is a two-lane collector that is oriented north/south between Santa Ysabel Avenue to El Moro Avenue.

Tenth Street is a two-lane collector, oriented north/south with intermittent curb, gutter and sidewalk from Los Osos Valley Road to Santa Ynez Avenue. Through traffic is not permitted north of Santa Ynez Avenue. The intersection with Los Osos Valley Road is signalized. There is a bike route between Santa Ynez Avenue to El Moro Avenue.

Doris Avenue is a two-lane collector oriented north/south between Highland Drive and Binscarth Road. The portion between Los Osos Valley Road and Rosina Avenue has been improved in conjunction with the construction of Monarch Grove Elementary School. However the road remains unpaved between Rosina Avenue and South Court.

Palisades Avenue is a two-lane minor road oriented east/west extending from approximately one-quarter mile north of Los Osos Valley Road to south of Highland Drive.

Binscarth Road is a two-lane collector oriented east/west between Pecho Road and Pine Avenue.

Pecho Road is a two-lane collector oriented north/south between Los Osos Valley Road and Binscarth Road.

Pecho Valley Road is a two-lane north/south arterial extension of Los Osos Valley Road serving through traffic to Montana de Oro State Park. Bike lanes are provided on both sides to Rodman Drive and north of Rodman Drive it is a bike route.

Bayview Heights Drive is a two-lane north/south collector extending south from Los Osos Valley Road to La Mirada Lane. At Los Osos Valley Road the name changes to Ninth Street and continues north. The intersection with Los Osos Valley Road is signalized.

Monarch Lane is a two-lane east/west minor street from Pecho Valley Road to Inyo Street.

Rodman Drive is a two-lane east/west collector located east of Pecho Valley Road.

EXISTING TRAFFIC PATTERNS

Traffic counts were performed by the San Luis Obispo County Department of Public Works between June 2001 and October 2001 to determine existing traffic volumes and patterns. The program included intersection turning movement counts during the PM peak hour at twelve intersections. All of this information was used to calibrate the traffic model that would be used to forecast the buildout traffic conditions.

Traffic volume data for fixed locations is presented in Figure2.

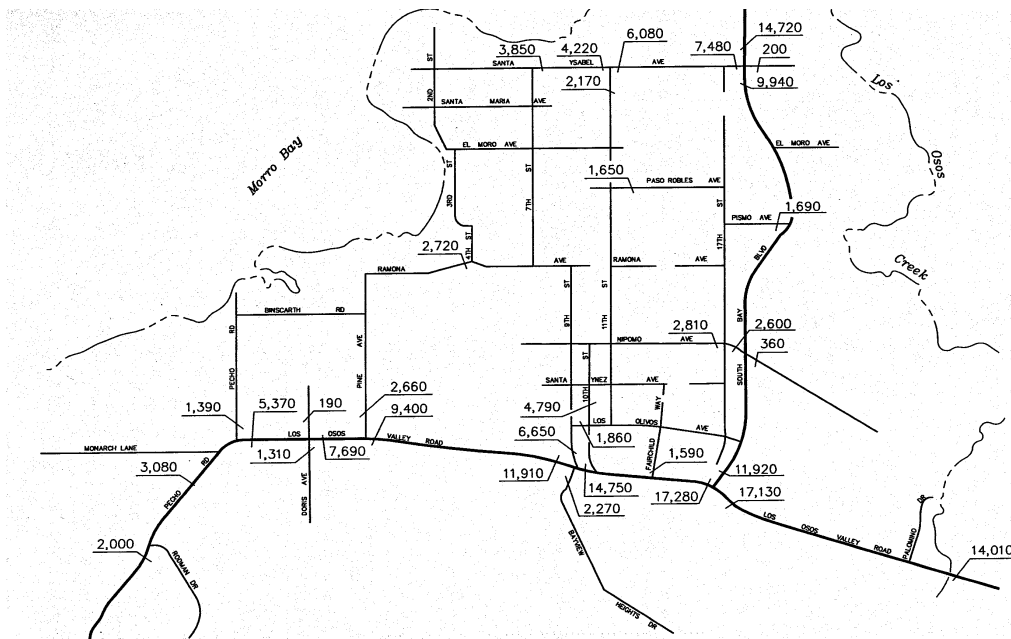


Figure 2: Current (2001) ADT

THROUGH TRAFFIC

Traffic into and out of the Los Osos area can be described by examining a cordon line that corresponds to the study area boundary. Trips which originate or terminate within the boundary (trip ends) can be determined by subtracting through traffic from the total cordon crossings.

The primary routes for through traffic in Los Osos are Los Osos Valley Road and South Bay Boulevard. It is estimated that about 30 percent of the traffic on South Bay Boulevard is through traffic headed to either Montana De Oro or east bound on Los Osos Valley Road. About 10 percent of the traffic on Los Osos Valley Road and Pecho Valley Road is through traffic, primarily destined to and from Montana De Oro State Park.

TRAFFIC SERVICE LEVELS

The establishment of an acceptable level of service (LOS) for County Maintained Roads in Los Osos is important for balancing future development with practical road improvements in the community. To evaluate improvements current road LOS is compared to the estimated future LOS and associated capacities.

ROADWAY SEGMENT LEVEL OF SERVICE

Weekday peak hour LOS was calculated for several road segments using the methods of the Highway Capacity Manual for two-lane highways and urban arterials, as appropriate. The Highway Capacity Manual establishes service levels A through F based on several factors including existing traffic volumes and road conditions such as terrain, lane- and shoulder-widths, vehicle mix, and direction of vehicle flow. A brief description of each LOS criteria is provided below.

Under **LOS A** conditions free flow exists. Each individual driver is virtually unaffected by the presence of others in the traffic stream.

Under **LOS B** conditions stable traffic flow exists. The individual drivers have the freedom to select a desired speed, but encounter a slight decline in the freedom to maneuver.

Under **LOS C** conditions stable and acceptable traffic flow exists, but speed and maneuverability are somewhat restricted due to higher traffic volumes. The individual driver will be significantly affected by the presence of others.

Under **LOS D** conditions high density but stable flow will occur. The individual driver will experience a generally poor level of comfort and convenience. Small increases in traffic flow will cause operational problems and restricted driver maneuverability.

Under **LOS E** conditions speeds are reduced to low, but relatively uniform value. The individual driver's ability to maneuver becomes extremely difficult with high frustration. The traffic volume on the road is near capacity.

Under **LOS F** conditions forced or breakdown flow has occurred. The individual driver is stopped for long periods due to congestion.

The current County policy calls for LOS D or better on roadways in urban areas. In Los Osos, commuters influence traffic flow more than recreational travelers causing the LOS to be evaluated based on a typical weekday afternoon peak hour.

Table 1 summarizes the estimated PM peak hour LOS at several locations for 2001 conditions. **Bold typeface** denotes roads that do not comply with the County policy.

Roadway	Count Location	PM Peak Hour 2-Way Volume	PM Peak Hour LOS
Los Osos Valley Road	E of Los Osos Creek	1400	C
Los Osos Valley Road	E of South Bay Blvd	1,600	C
Los Osos Valley Road	W of South Bay Blvd	1,700	C
Los Osos Valley Road	E of 9Th Street	1,500	C
Los Osos Valley Road	W of Ninth Street	1,200	E
Los Osos Valley Road	E of Pine Ave.	900	E
Los Osos Valley Road	E of Doris Ave.	800	D
Los Osos Valley Road	W of Doris Ave.	550	C
Pecho Valley Road	W of Monarch Lane	300	B
Pecho Valley Road	W of Rodman Dr.	200	B
South Bay Blvd	N of Santa Ysabel Ave.	1,500	E
South Bay Blvd	S of Santa Ysabel Ave.	1,000	D
South Bay Blvd	N of LOVR	1,200	D
Santa Ysabel Avenue	W of South Bay Blvd	750	D
Santa Ysabel Avenue	E of Eleventh Street	600	D
Santa Ysabel Avenue	W of Eleventh Street	400	C
Santa Ysabel Avenue	E of Seventh Street	400	C
Bayview Heights Drive	S of LOVR	200	B
Nineth Street	N of LOVR	700	C
Pine Avenue	N of LOVR	300	C
Doris Avenue	S of LOVR	100	B
Pecho Road	N of LOVR	100	B
Nipomo Avenue	W of South Bay Blvd	300	C
Ramona Avenue	W of Ninth Street	500	C
Ramona Avenue	W of Fourth Street	300	C
Pismo Avenue	W of South Bay Blvd	200	B

Table 1 - Existing Roadway Conditions

Intersection Level of Service

The analysis of intersection Levels of Service is based on the delay experienced by drivers, and is calculated separately for each approach leg of an intersection. Table 2 summarizes the PM peak hour LOS at intersections of concern.

Intersection	Base Year (2001) LOS	Existing Control Type
LOVR and South Bay Blvd	B	Signal
LOVR and 10 th Street	B	Signal
LOVR and 9 th Street	A	Signal
LOVR and Doris Avenue	B	Signal
South Bay Blvd. and Santa Ysabel Ave.	B	Signal
LOVR and Palisades	A	Stop
LOVR and Ravenna	A	Stop
LOVR and Pine	A	Stop
South Bay and Nipomo	A	Stop
South Bay and Pismo	A	Stop
South Bay Blvd. and El Moro Avenue	B	Stop
Santa Ysabel and 11 th	A	Stop
Santa Ysabel and 7 th	A	Stop
Ramona and 4 th	A	Stop
Ramona and 7 th	A	Stop

Table 2 - Existing Intersection Conditions

EXISTING DEFICIENCIES

An existing “capacity deficiency” is identified when a road or intersection within the study area falls below the County’s adopted Level of Service (LOS) standard. Correction of a capacity deficiency could involve improvement to the deficient facility itself, or to a parallel facility that can relieve excess traffic.

One reason that existing capacity deficiencies must be identified is because road impact fees can not be used to improve existing geometric deficiencies that are not related to improved roadway capacity. This analysis showed two road segments that are currently below the LOS policy: Los Osos Valley Road (LOVR) from Ninth Street to Pine Avenue and South Bay Boulevard from Santa Ysabel Avenue North.

Chapter 3

TRAVEL FORECASTS

Forecasts of future traffic volumes for Los Osos were prepared to serve as the basis for the evaluation of capacity improvement needs. Forecasts were based on expected build out of vacant lots with current zoning regulations.

MODEL DESCRIPTION

The forecasting effort utilized a computer traffic model as a tool for forecasting future traffic patterns and volumes within the study area. The integrated transportation planning software package called TP+ Viper (copyright Urban Analysis Group) was the modeling software used to develop this model. The analysis was run first under present conditions as a calibration tool to verify the accuracy of the model. Then the calibrated model was used to create the build out model that was used for all future traffic forecasting.

The Los Osos model consists of 106 traffic analysis zones (TAZ) or areas that have similar zoning requirements and transportation needs. Three gateways were established at the model boundaries for external-internal trips and external-external (through) trips. They are Los Osos Valley Road, South Bay Boulevard and Pecho Valley Road. Through traffic on routes within the community of Los Osos were projected using population growth estimates based on the amount of potential development that could occur.

MODELING PROCESS

The traffic modeling process involves the following four general steps.

The **trip generation** step translates land use quantities into vehicle trip ends using trip generation rates established during the model calibration process. The trip generation rates used in this model are based on the Institute of Transportation Engineers (ITE) data where available. The various trip generation rates were calibrated to the observed traffic counts in the Los Osos area as part of the overall model validation process.

The **trip distribution** step uses a standard transportation engineering formula to estimate how many travel trips will be generated from one zone to any other zone. This formula is called the “gravity model” because of the formula’s similarity to the formulas for gravitational attraction. The trip distribution is based on the number of trip ends generated in each pair of zones and the distance and travel time between the two zones.

In the trip distribution step, it is necessary to estimate the types of travel which take place at the boundaries (or “gateways”) of the study area. Specifically, the traffic at the gateways must be split into traffic that passes all the way through the study area versus traffic that has an origin or destination in the study area. Any vehicle at a gateway must be one of the following:

- A trip passing through the study area (external-external).
- Produced outside the study area and attracted to a point within the study area (external-internal).
- Produced within the study area and attracted to a point outside the study area (internal-external).

In the **traffic assignment** step, trips between zones are assigned to specific travel routes on the road network. The resulting traffic volumes are accumulated for each roadway link in the network until all trips are assigned.

Peak hour traffic volumes are assigned to the network using an “all-or-nothing” assignment, wherein all trips between any pair of zones are assigned to the route connecting them with the minimum travel time. This gives an indication of where travel demands for transportation facilities will be in the future, and how traffic would flow if all roads could be built large enough to serve the demand.

Transportation models often include an additional **Mode Choice** step to separate person trips that are transit passengers and auto passengers from the vehicle drivers. The Los Osos area traffic model combines the trip generation and mode choice steps, so that all trip generation rates represent vehicle trips. Consequently, the traffic projections do not directly account for increased proportions of transit use in Los Osos in the future. Transit use is not anticipated to significantly affect the number of vehicle trips projected by the model.

The model forecasts the average daily traffic (ADT) for the road network. Based on the way that the calibration data was collected this will be the summer ADT and does not include holiday fluctuations.

MODEL CALIBRATION

The 2001 model was calibrated by comparing the traffic volumes from the stations in the model to real field volume counts for the corresponding field station.

Table 3 shows the calibration of the model the specific road location the model value and the target value based on physical counts.

As the General Plan Amendments and/or revisions to land use designations occur this model will be updated to reflect the specific circulation needs of the revision.

Roadway	Count Location	Actual Count (ADT)	Model Estimate (ADT)	Percent Difference
Los Osos Valley Road	E of Los Osos Creek	14,010	13,880	-0.9%
Los Osos Valley Road	E of South Bay Blvd	16,350	16,480	0.8%
Los Osos Valley Road	W of South Bay Blvd	17,280	16,450	-4.8%
Los Osos Valley Road	E of 9 th Street	14,750	15,860	7.5%
Los Osos Valley Road	W of 9 th Street	11,910	12,790	7.4%
Los Osos Valley Road	E of Pine Ave.	9,400	9,770	3.9%
Los Osos Valley Road	E of Doris Ave.	7,690	7,560	-1.7%
Los Osos Valley Road	W of Doris Ave.	5,370	5,870	9.3%
Pecho Valley Road	W of Monarch Lane	3,080	3,700	20.1%
Pecho Valley Road	W of Rodman Dr.	2,000	2,080	4.0%
South Bay Blvd	N of Santa Ysabel Ave.	14,720	14,720	0.0%
South Bay Blvd	S of Santa Ysabel Ave.	9,940	10,270	3.3%
South Bay Blvd	N of LOVR	11,920	10,800	-9.4%
Santa Ysabel Avenue	E of South Bay Blvd	200	470	135.0%
Santa Ysabel Avenue	W of South Bay Blvd	7,480	6,940	-7.2%
Santa Ysabel Avenue	E of 11 th Street	6,080	6,580	8.2%
Santa Ysabel Avenue	W of 11 th Street	4,220	4,520	7.1%
Santa Ysabel Avenue	E of 7 th Street	3,850	4,410	14.5%
Bayview Heights Drive	S of LOVR	2,270	2,400	5.7%
11 th Street	S of Santa Ysabel Ave.	2,170	3,070	41.5%
10 th Street	S of Santa Ynez Ave.	4,790	5,050	5.4%
9 th Street	N of LOVR	6,650	6,000	-9.8%
Fairchild Way	N of LOVR	1,590	2,440	53.5%
Pine Avenue	N of LOVR	2,660	2,820	6.0%
Doris Avenue	N of LOVR	190	80	-57.9%
Doris Avenue	S of LOVR	1,310	1,180	-9.9%
Pecho Road	N of LOVR	1,390	2,230	60.4%
Los Olivios Avenue	W of 9 th Street	1,860	2,210	18.8%
Nipomo Avenue	E of South Bay Blvd	360	470	30.6%
Nipomo Avenue	W of South Bay Blvd	2,600	2,520	-3.1%
Nipomo Avenue	W of Mountain View Drive	2,810	2,400	-14.6%
Ramona Avenue	W of 4 th Street	2,720	3,330	22.4%
Pismo Avenue	W of South Bay Blvd	1,690	2,310	36.7%

Table 3- Model Calibration Runs

FUTURE LAND USE

The land use analysis is based on the concept of buildout of the Los Osos Urban Reserve Line (URL) area. Buildout refers to the development of all remaining vacant parcels at maximum allowable densities under the current planning and zoning codes, with limited redevelopment of existing developed properties. The model considers this level of development to be reached by the year 2030, when the total population in Los Osos is expected to grow to roughly 21,300 persons.

Chapter 4 Buildout Projections

Using the calibrated model and projected land use scenario, trip tables were prepared for PM peak hour conditions.

The initial buildout model assumed that the road network would remain exactly the same as it is today. This model identified the problem locations (both road segments and intersections). This information was then used to create a list of candidate projects for road impact fee funding. The model results for key road locations and intersections are shown in Tables 4 and 5 respectively. The locations that have been projected to not meet the LOS policy have been bolded.

Buildout, No Improvement (PM Peak Hour LOS)

Roadway	Count Location	PM Peak 2-Way Volume	PM Peak Hour LOS
Los Osos Valley Road	E of Los Osos Creek	2200	C
Los Osos Valley Road	E of South Bay Blvd	2,300	C
Los Osos Valley Road	W of South Bay Blvd	2,200	C
Los Osos Valley Road	E of 9Th Street	2,000	C
Los Osos Valley Road	W of 9Th Street	1,400	E
Los Osos Valley Road	E of Pine Ave.	1,200	E
Los Osos Valley Road	E of Doris Ave.	900	D
Los Osos Valley Road	W of Doris Ave.	800	D
Pecho Valley Road	W of Monarch Lane	500	C
Pecho Valley Road	W of Rodman Dr.	500	C
South Bay Blvd	N of Santa Ysabel Ave.	2,600	F
South Bay Blvd	S of Santa Ysabel Ave.	2,000	E
South Bay Blvd	N of LOVR	1,800	E
Santa Ysabel Avenue	W of South Bay Blvd	1,000	E
Santa Ysabel Avenue	E of 11Th Street	900	D
Santa Ysabel Avenue	W of 11Th Street	500	C
Santa Ysabel Avenue	E of 7Th Street	500	C
Bayview Heights Drive	S of LOVR	300	B
9Th Street	N of LOVR	600	D
Pine Avenue	N of LOVR	300	C
Doris Avenue	S of LOVR	150	B
Pecho Road	N of LOVR	300	C
Nipomo Avenue	W of South Bay Blvd	400	C
Ramona Avenue	W of 9Th Street	600	C
Ramona Avenue	W of 4Th Street	400	C
Pismo Avenue	W of South Bay Blvd	400	C

Table 4 – Forecasted Roadway Conditions

Buildout, No Improvement (PM Peak Hour LOS)

Intersection	Build Out (2030) LOS	Control Type
LOVR and South Bay Blvd	C*	Signal
LOVR and Tenth Street	B	Signal
LOVR and Ninth Street	B	Signal
LOVR and Doris Avenue	B	Signal
South Bay Blvd. and Santa Ysabel Ave	F	Signal
LOVR and Palisades	F	Stop
LOVR and Ravenna	F	Stop
LOVR and Pine	F	Stop
South Bay and Nipomo	F	Stop
South Bay and Pismo	F	Stop
South Bay Blvd. and El Moro Avenue	F	Stop
Santa Ysabel and Eleventh	D	Stop
Santa Ysabel and Seventh	A	Stop
Ramona and Fourth	A	Stop
Ramona and Seventh	A	Stop

*Left turn pocket onto LOVR will operate at LOS E

Table 5 – Forecasted Intersection Conditions

Chapter 5

Buildout With Improvements

Listed in this chapter are capacity deficiencies that have been identified from the forecast model as well as recommended improvements. All of the projects listed in this chapter would be funded through the Road Impact Fee Program.

STREET AND INTERSECTION UPGRADES

Road segments:

- Los Osos Valley Road, from Bush Street to Palisades Avenue. Will be operating at LOS E.
Recommended improvement: Add a two way left turn lane to the roadway raising the LOS to C or D depending on signal improvements.
- Los Osos Valley Road, from Ninth Street to Bush Street. Will be operating at LOS E.
Recommended improvement: Add a two way left turn lane to the roadway raising the LOS to C or D depending on signal improvements.
- Los Osos Valley Road, from Palisades Avenue to Doris Avenue. Will be operating at LOS E.
Recommended improvement: Add a two way left turn lane to the roadway raising the LOS to C or D depending on signal improvements
This project is being recommended as a top priority since the corridor is already operating at an insufficient LOS, the grades need to be established for the proposed signal at palisades and the sewer treatment plant road improvements, as well as address the chronic drainage issues at this location.
- South Bay Boulevard, from Los Osos Valley Road to Nipomo Avenue. Will be operating at LOS E.
Recommended improvement: Create a four-lane road raising the LOS to B or C depending on signal improvements.
- South Bay Boulevard, from Nipomo Avenue to El Moro Avenue. Will be operating at LOS E.
Recommended improvement: Create a four-lane road raising the LOS to B or C depending on signal improvements. This project is necessary to make the signal operate at an acceptable LOS.
- South Bay Boulevard, from El Moro Avenue to Santa Ysabel Avenue. Will be operating at LOS E.

Recommended improvement: Create a four-lane road raising the LOS to B or C depending on signal improvements. This project is necessary to make the signal operate at an acceptable LOS.

- South Bay Boulevard, from Santa Ysabel Avenue to northern study cordon. Will be operating at LOS F.
Recommended improvement: Create a four-lane road raising the LOS to B or C depending on signal improvements. This project is necessary to make the signal operate at an acceptable LOS.

Intersections:

- LOVR and South Bay Boulevard, operates at LOS C but the southbound left turn operates at LOS E.
Recommended improvement: Add a dual left turn lane to the southbound left movement. Intersection will operate at LOS B.
- South Bay Boulevard and Santa Ysabel Avenue, operates at LOS F and no approach is better than LOS E.
Recommended improvement: make South Bay four lanes with left turn pockets through the intersection. Add an eastbound right turn lane as well. Intersection will operate at LOS C.
- LOVR at Palisades, operates at LOS F due to the minor road LOS.
Recommended improvement: Signalize. Intersection will operate at LOS B.
- LOVR and Ravenna, operates at LOS F.
Recommended improvement: Signalize and add westbound left turn pocket. Intersection will operate at LOS A.
- LOVR and Pine, operates at LOS F due to minor road LOS.
Recommended improvement: add southbound left turn pocket and signalize.
- South Bay and Nipomo, operates at LOS F for nine of the twelve movements.
Recommended improvement: Signalize. Intersection will operate at LOS B.
- South Bay and Pismo, Operates at LOS F.
Recommended improvement: Signalize. Intersection will operate at LOS B.
- South Bay and El Moro, operates at LOS F due to the minor road LOS.
Recommended improvement: Signalize. Intersection will operate at LOS B.

CONSTRUCTION OF NEW ROADWAYS

Ramona Avenue Extension

This study recommends the completion of Ramona Avenue between Tenth Street and South Bay Boulevard. It will serve as an east/west collector relieving traffic that is expected to otherwise use Santa Ysabel, Pismo or Paso Robles Avenues. This would improve the projected LOS on Santa Ysabel Avenue from LOS E to LOS C. This alternative would not help to improve the LOS at the intersection of South Bay Boulevard and Santa Ysabel Avenue. This extension would use a modified cross section of two 12-foot travel lanes, two 4-foot bike lanes and two 6-foot gravel shoulders.

This alternative would also create the demand for an additional signal on South Bay Boulevard and Ramona Avenue. With the signal the intersection would operate at LOS B.

Chapter 6

Other Projects

Please note that the projects listed in this chapter are not projects that correct any of the deficiencies that are forecasted and cannot be paid for by the Road Impact Fee Program.

Doris Avenue

The San Luis Obispo Coastal Unified School District constructed the portions of Doris Avenue and Rosina Drive fronting their property under standard County development requirements. This left an unimproved segment of Doris Avenue to the north between the school and the Cuesta-by-the-Sea neighborhood, where many of its students reside. The completion of Doris Avenue will provide many benefits to the community. It will improve access to the school, and will serve as a minor north/south collector for the Cuesta-by-the-Sea neighborhood, relieving traffic from Pecho Road and Pine Avenue. Because of its proximity to the school, this route will be used by a high proportion of children, walking or riding bicycles. There will be a separate path along the west side of Doris Avenue, between Rosina Drive and Skyline Drive, as part of the new road construction.

Skyline Drive Extension

The project is the completion of Skyline Drive between Pecho Road and Seventh Street, providing a connection to the residential areas of Los Osos, Cuesta-by-the-Sea and Baywood Park. The recommended improvement includes the construction of two vehicle lanes and a separated Class I-bicycle/pedestrian path along the south side of Skyline Drive, between Pecho Road and the future intersection with Palisades Avenue. Class II bike lanes are also recommended from Palisades Avenue to the Seventh Street/Nipomo Avenue intersection. The proposed project involves right-of-way acquisition from Broderson Avenue to 7th Street.

Ravenna Avenue Extension

As new development occurs it is proposed to extend Ravenna Avenue north from Los Osos Valley Road to Ramona Avenue. It will serve as the main north-south collector for this area. The extension will connect with Fourth Street at the northern end. It is proposed to construct two travel lanes, with a separated Class I bicycle path parallel to the road on the east side.

Highland Drive Extension

One alternative explored for providing a parallel corridor to Los Osos Valley Road was the extension of Highland Drive from its western end to Pecho Valley Road. It was also intended to create an alternate access route to the neighborhoods on Pecho Valley Road, Vista de Oro (Montana Way) and Cabrillo Estates (Rodman Drive). Currently, if a collision occurred north of Pecho Road which closed the road, these neighborhoods would have no other emergency access route. The results of the traffic model show that the extension would primarily serve the residential areas along Highland Drive, and would not divert a significant amount of traffic from Los

Osos Valley Road. This alternative does not address an alternate access route for Cabrillo Estates.

It will be recommended that a revised version of the trails plan will address constructing the Highland Drive extension to accommodate pedestrian, bicycle and equestrian modes only. This pathway can also be designed to accommodate emergency vehicle access without serving as a roadway for public automobile traffic.

Nipomo Avenue/Palomino Drive Connection

Another alternative explored was the provision of a corridor parallel to Los Osos Valley Road: a connection between the eastern end of Nipomo Avenue and the northern end of Palomino Drive. The results of the traffic model show that this connection was not needed for community-wide circulation. As a result, this study does not recommend the construction of this connection.

South Bay Boulevard Extension

This project would extend South Bay Boulevard from its current end at LOVR to a point along Pecho Valley Road near Rodman Drive. The extension would be a two-lane road with class II bicycle lanes. However this project would have to be developed in conjunction with new development and other funding mechanisms since the traffic model does not justify it.

Mid-Block Roadway

This project would create a mid-block roadway that would be a two-lane roadway for property access on the south side of LOVR. However this project would have to be developed in conjunction with new development and other funding mechanisms since the traffic model does not justify it.

Raised Median on LOVR

In the past the issue of a raised median on LOVR has been discussed from Bush to Los Osos Creek. Since this would not have any impact on the capacity of the corridor the project could not be incorporated in to the roads impact fee. Therefore this project would have to be developed in conjunction with new development and other funding mechanisms.

Traffic Calming

In previous updates, particularly the 1996 update, traffic-calming strategies have been pursued to address future traffic concerns. The Public Works Department is pursuing enhancements such as Santa Ysabel Traffic Calming on a case by case basis. The Department will be developing a countywide guideline that will be approved through the Board of Supervisors. This guideline will be applied to the individual cases.

Chapter 7

Alternative Transportation Modes

PEDESTRIAN TRANSPORTATION

Many streets within Los Osos originated as unpaved minor roads without shoulders or sidewalks. In these cases pedestrians must use intermittent paths adjacent to the roadways. In some areas along Los Osos Valley Road and Ninth and Tenth Streets, sidewalks are provided. In addition, sidewalks are available along streets serving new development, in accordance with the applicable design standards.

Through the Safe Routes to School program the County is in the process of developing the following projects;

- Santa Ysabel Avenue Enhancement
- El Moro Bikeway
- Doris Avenue

All of these projects provide pedestrian walkways to school sites and are funded through other sources than the impact fee.

BICYCLE TRANSPORTATION

The County has established a system to designate bikeways to serve bicycle commuters. There are four standard classes of bikeways. Each class is listed below with a brief description.

- **Class I Bikeway (Bike Path)** provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flow minimized. Class I bikeways are usually found near parks, along freeways, and other interurban roads.
- **Class II Bikeway (Bike Lane)** provides a striped lane for one-way bicycle travel on a street or highway. Class II bikeways are contiguous with the adjacent motor vehicle travel lanes. Minimum lane widths are four or five feet, depending on the presence of on-street parking or raised curbs.
- **Class III Bikeway (Bike Route)** provides for shared use with pedestrian or motor vehicle traffic. Bike route signs designate Class III bikeways. The signs are intended to alert motorists to the presence of bicyclists and to guide bicyclists to use streets determined to be suitable.
- **Class IV Bikeway (Bike Access)** is a roadway which has been identified as a satisfactory place to ride. Class IV bikeways often travel *to* or *through* residential neighborhoods, or run parallel to major thoroughfares in rural areas. As with Class III bikeways, Class IV bikeways have the characteristics of low traffic volumes and a low prevailing motor vehicle speed. However, Class IV bikeways have no specific improvements for bicycles. These routes may lack adequate shoulders and bicycles will have little or no separation from the traffic lane.

It is the policy in the Bike Plan that was adopted by the Board of Supervisors and the County Bicycle Advisory Council that arterials within Los Osos have bikeways. There are approximately 18 miles of Class II bikeways within Los Osos.

Local bicycle circulation is provided on County roads. The County Bikeways Plan (Updated July 2001) contains a series of figures detailing the locations and types of bikeways planned for the Los Osos area. These are included in Figure 3.

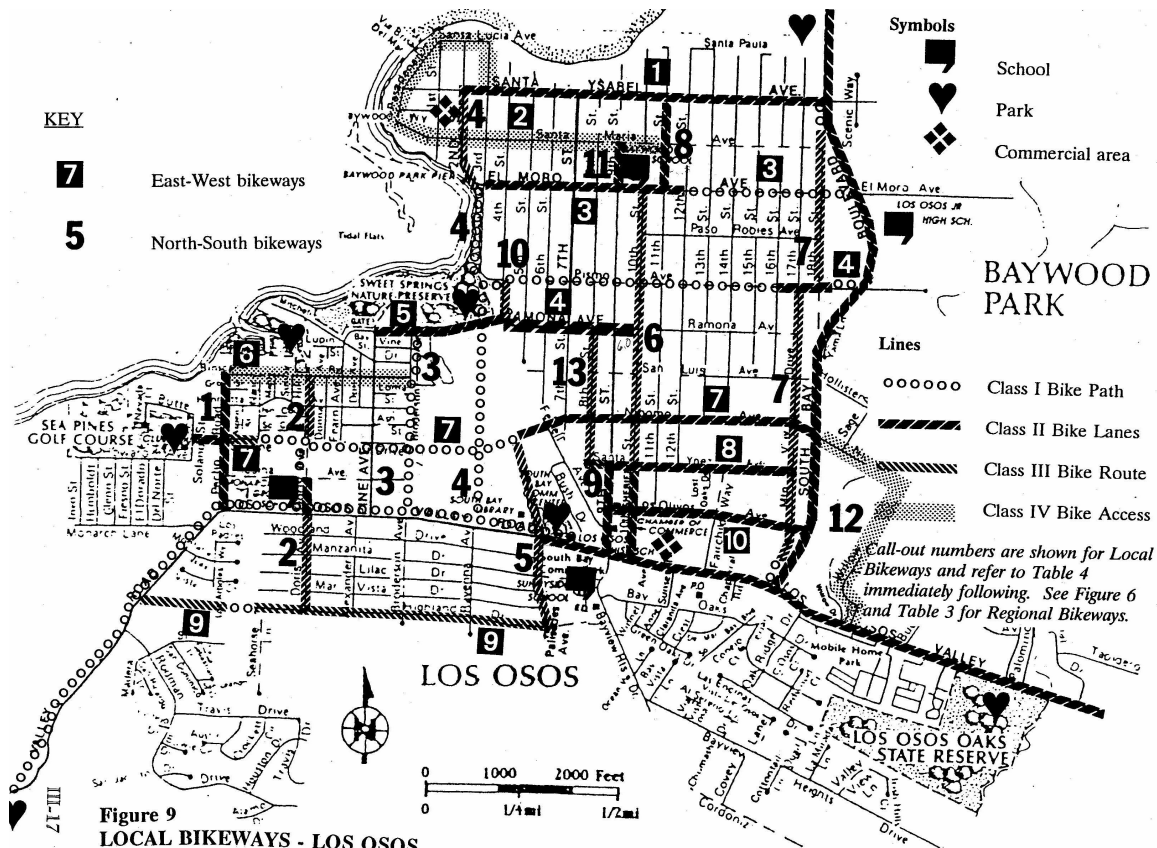


Figure 3-Local Bikeways

Equestrian Facilities

The Board of Supervisors adopted the County Trails Plan in November 1991. It includes a general description of proposed trails in the Los Osos area. One would be a regional trail connecting Los Osos to other communities, and another is actually a set of local trails, which would provide connections to Montana de Oro State Park property. Currently this plan is being updated.

PUBLIC TRANSPORTATION

Public Transportation refers to a wide variety of transportation services available to the public. These include:

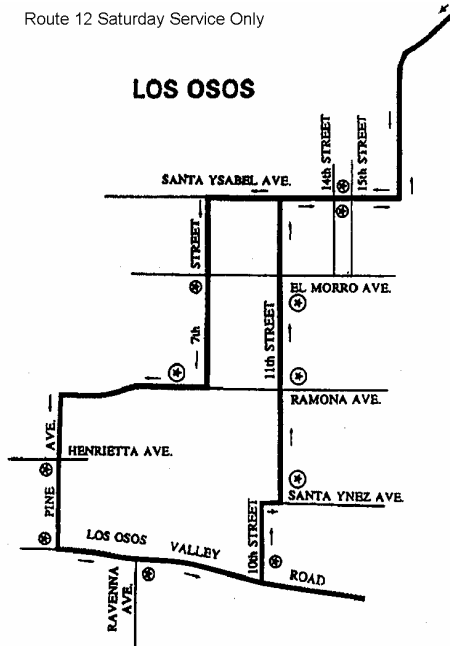
- South Bay Dial-A-Ride: local buses and special services for the elderly, handicapped, and other special groups.
- Regional Transit: local and express buses providing transportation to other communities within the region. This is done through Central coast Area Transit (CCAT).
- Ridesharing: carpools, vanpools, and other employer-based services.

Ridership statistics for the transit routes that serve the Los Osos community were obtained for the 2001-02 period. CCAT bus Route 7 serves a total of about 52,533 patrons annually, while CCAT bus Route 11 serves about 7,464 patrons annually. Ridership on the South Bay Dial-A-Ride has almost 21,000 patrons annually. See figure 4 for the bus routes serving Los Osos.

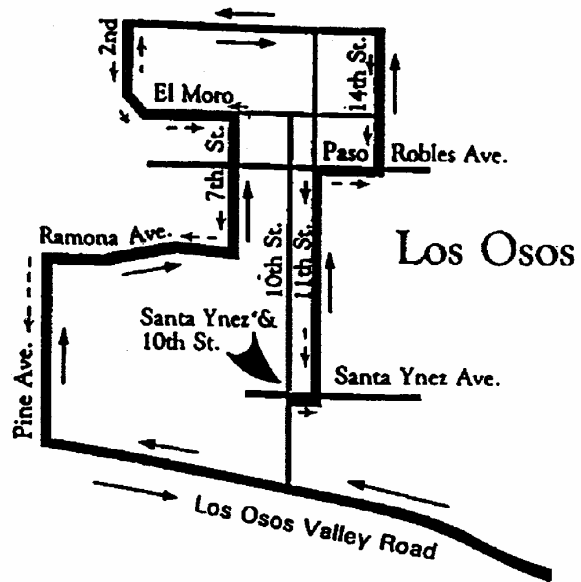
Private and employer-based transportation for commuting purposes include:

- Vanpools: are best for commute distances of at least twenty miles one way. Morro Bay and San Luis Obispo, the primary destinations from Los Osos, are less than twenty miles away. However, vanpools are in use by larger employers in these areas, including Cal Poly, Cuesta College, PG&E, and Cal Trans. There is a regional Ridesharing Coordinator distributing information and eager to form additional vanpools.
- Carpools: require a smaller capital outlay than vanpools. Most are privately formed and serve both local commutes and commutes to nearby communities. The regional Ridesharing Coordinator promotes carpooling by providing matchups, based on a questionnaire, of commuters with similar destinations and work schedules.

Route 12 Saturday Service Only



Route 11 Monday Through Friday Service



Route 7 Monday Through Friday Service

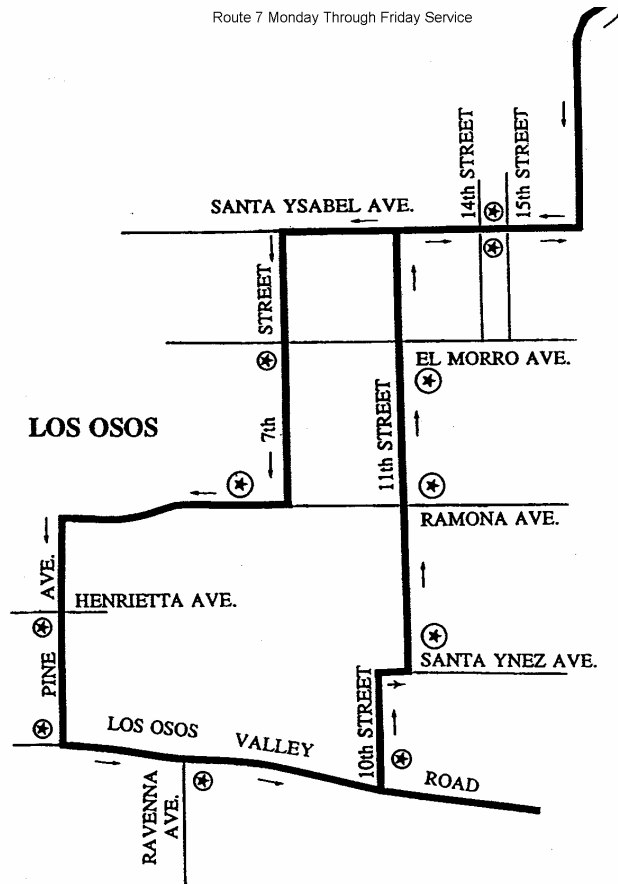


Figure 4-Local Bus Routes

Chapter 8

COST ESTIMATES AND FUNDING MECHANISMS

This chapter presents the cost estimates developed for the recommended transportation improvements and discusses possible funding mechanisms.

COST ESTIMATES

A series of planning level cost estimates have been prepared for each project discussed in Chapters 5 and 6. The cost estimates are necessary to determine the funding required to implement the transportation improvements. A summary of the recommended projects, cost estimates, recommended funding sources, and expected project completion dates is shown in Appendix A.

All cost estimates include the cost of construction, right-of-way, design, administration, environmental considerations, and inspection. All costs for construction activity were determined from typical experiences in San Luis Obispo County. Construction costs include clearing and grubbing, paving, storm drains, lighting, signing, and striping. Roadway edge improvements like curb, gutter, and sidewalk are excluded since they are usually constructed at the time of adjacent development.

Appendix A summarizes the cost estimates for the recommended road impact fee funded improvements, which total \$5.75 million. All costs are stated in 2002 dollars. The table also attributes each project to its most appropriate funding source, each of which are described below.

RIGHTS-OF-WAY

In order to provide maximum flexibility in responding to the transportation needs of the community as it builds out, all rights-of-way and offers to dedicate right-of-way shall be preserved. Any requests for abandonments or quiet title actions shall be evaluated by County staff and the Los Osos Community Advisory Committee on a case-by-case basis with input sought from the community; final action is the responsibility of the County Board of Supervisors.

FUNDING MECHANISMS

Implementation of the elements of the circulation plan for Los Osos will require sources of revenue dedicated to infrastructure investment. Local government has traditionally provided for public facilities, with the costs being financed by revenues derived from gasoline tax and state and federal funds. In the recent past, the traditional revenue sources have shrunk to inadequate levels through a combination of growth, aging capital facilities, State realignment of property tax revenues, construction cost inflation, increasing costs of environmental mitigation and competing needs for limited public dollars.

IMPACT FEES

The California Government Code (Sections 66001-66025) grants authority to local agencies to establish, increase, or impose fees as a condition of approval of a development project within their jurisdictional boundaries. California courts require that such fees be reasonably related to the contributing development's impact on community facilities. Provided that the impact fees are used to finance construction of specific facilities, impact fees are not considered taxes and, therefore, do not require electorate approval. San Luis Obispo County adopted Ordinance No. 2379 in 1988 to provide for the collection of roadway impact fees. A fee program has been established for the study areas of the South County, Avila Beach, Templeton, North Coast, and Los Osos. The impact fee is collected at the time of development and held in an account dedicated for road improvements within the area of benefit. Credits toward the fee are provided to landowners who dedicate right-of-way or construct facilities listed on the Capital Improvement Projects Table (Appendix A).

For Los Osos, impact fees were established to fund the portion of road needs that are attributable to new development within the study area. These improvements were explicitly determined for the likely types of development that will occur in this area over the next 30 years. The following discussion highlights the considerations involved in establishing an equitable basis for impact fees in the Los Osos area.

PUBLIC/PRIVATE SHARE OF COSTS.

In determining an appropriate level for the impact fees, improvement costs must first be apportioned among the public and private sectors according to the benefits provided to existing and future traffic sources. Existing deficiencies are not eligible for correction with impact fee funding, and such costs must be subtracted from the cost estimates. An existing deficiency is a defect present at the time of initial road or intersection construction, and problematic based on traffic volumes and surrounding uses existing prior to the initial (1994) road impact fee study. If the model predicts significantly increased usage in the year 2030 because of new development, then Road Impact Fees may be used to pave the road.

The next step in assigning eligible costs to the impact fee calculation is to estimate the portion of roadway improvement costs attributable to through traffic. These costs are not eligible for funding by impact fees. The roads in Los Osos that carry through traffic are:

- Los Osos Valley Road (10% Regional)
- South Bay Boulevard (30% Regional)
- Pecho Valley Road (10% Regional)

Of these roads only LOVR and South Bay Boulevard have projects that will be affected by the regional component; these are presented in Table 6. In addition, the regional component will not affect the costs on the signals since they will be needed either way.

Road	Cost Estimate	Percent Payable by Impact Fees	Total Payable by Impact Fees
LOVR	839,500	90%	755,550
South Bay Blvd.	2,109,300	70%	1,476,510

Table 6 – Percent Payable By Assessment Fee

DISTRIBUTION AMONG FUTURE TRAFFIC SOURCES.

When the total private share of costs has been established, these costs must be further distributed among the various land uses that contribute to traffic growth. The calculated fees are based on the amount of traffic generated during the weekday afternoon (PM) peak hour by each type of new development. The amount of traffic is determined from the Institute of Transportation Engineer's (ITE) Trip Generation Manual.

In calculating the recommended fees, the eligible improvement costs are first divided by the total number of new trip ends. Then the portion of the fee allocated to retail uses is adjusted for a 35 percent rate of pass by trips – those trips which are already using the roadway network and are merely diverted into and out of the new businesses. This rate is consistent with the ITE recommendations for small retail shops. Finally, the fees are adjusted so that the forecast new trips that travel between new land uses at both ends are not “double-charged.” In accordance with the Board of Supervisors' policy as implemented in other areas of San Luis Obispo County, these trips are “charged” at the residential end.

The fees for any new development are calculated at the time of building permit issuance. Table 7 shows the fees.

Land Use	Current Fee	Proposed Fee	% Change
Residential	\$2327/pht	\$2070/pht	-11%
Retail	\$673/pht	\$1023/pht	+52%
Other	\$1034/pht	\$1573/pht	+52%

pht: PM Peak Hour Trip

Table 7 - Recommended Fee Schedule

It is recommended that the County modify the Los Osos Road Improvement Fee based on the recommended fee structure shown in Table 7. The proposed new fees as shown in the above table are within the range charged elsewhere in the County.

“Residential” is defined as all places where people begin or end their day. (i.e. Single Family Dwelling Units, Multi-Family Dwelling Units, Hotels). “Retail” is defined as all businesses that can receive a pass-by credit. (i.e., Retail, and Commercial Service). “Other” includes anything not otherwise defined.

Appendix A contains the San Luis Obispo County Road Improvement Projects for Los Osos. The tables give an accounting of all payments received since the inception of the Road Improvement Fee, each year's beginning and ending balance, each year's interest credited to the fund, and all expenditures from the fund.

Typically, fees derived from new development are placed into an account to support the construction of projects included in this plan. This account is expected to grow at a rate corresponding to the rate of new development within the Los Osos study area.

CURRENT FUND BALANCE

As of May 31, 2002 the account balance, including all fees and interest is \$557,547. Appendix D shows the detailed revenue and expenditures of the account.

FEE APPEALS

There have been no fee appeals of the Los Osos fee in the last two years.

OTHER FUNDING SOURCES

Overall, impact fees would contribute about two-thirds of the needed funding. The remaining funds could be derived from a number of traditional sources described below:

State Gas Tax Allocations

Revenues from the taxes collected on fuel purchases are distributed in part to cities and counties within the state. The allocation considers the number of vehicle registrations and mileage of maintained roadways within each jurisdiction. Gas tax revenues have been the traditional funding source for much of the development of San Luis Obispo County's road system. In recent years, revenues have declined in real terms due to the increasing fuel efficiency of the motor vehicle population and the State using a portion of these revenues to make up for State budget shortfalls. These revenues are primarily used for maintenance of the County road system, and this trend could be expected to continue.

State Highway Account (SHA)

Los Osos receives about \$300,000 every five years from federal transportation legislation since it is an urban area. In addition SLOCOG can direct regional projects SHA funding to projects in the Los Osos Area.

General Fund Revenues

General fund revenues accrue to the County from the imposition of sales taxes and property taxes. These taxes fund a number of County services and are distributed through the budgetary process. However, the stability of these revenues is dependent on consistent allocation from the general fund.

Local Sales Taxes

State law provides for imposition of a voter-approved optional one half cent or one cent sales tax that can be dedicated exclusively to transportation improvements. This approach could be used to implement a program of county-wide transportation projects. Generally, high-cost and high-priority projects with county-wide benefits would be the focus of this program.

Assessment District

Another source of funding for public improvement projects is the creation of a special assessment district comprised of landowners most likely to directly benefit from the projects. California law provides for the issuance of bonds secured by the assessments and property liens. Costs for assessment districts are spread among properties on the basis of benefit. Typical factors used in measuring benefit include property frontage, acreage, or trip generation potential. Assessment district funding is often used to augment other sources of funding for projects. In Los Osos, portions of the costs of roadway corridor improvements could be financed with property assessments. In addition, property owners can voluntarily initiate assessment districts to fund improvements such as storm drainage, street lighting, and sidewalks.

State Bikeway Account

The State of California currently makes available about \$7.2 million annually to local agencies statewide, for the construction of bikeway facilities. Interested local agencies may apply for up to \$1.8 million per year for eligible projects.

Transportation Development Act

This funding source provides resources for the development of transit projects. Funding is derived from State sales tax revenues and is appropriated to the County and its incorporated cities on a population basis. Not all TDA funds are allocated to transit projects; jurisdiction may fund road projects, bikeways and transit if no unmet transit service needs exist as determined annually by the San Luis Obispo Council of Governments. The transit percentage of TDA funds is variable, depending upon established unmet needs.

Community Service District Charges

The Los Osos Community Service District, can impose service charges to finance projects. Similar to an assessment district, the amount of the service charge levied against a parcel of land must directly relate to the benefit.

Implementation of the transportation improvements in Los Osos will likely rely on a combination of funding sources. Development impact fees, general county revenues, and assessment districts are reliable and stable sources of financing for public projects. Advance planning would be required to secure federal funds or to implement optional county-wide sales taxes.

The additional on-going concern regarding transportation infrastructure investment is maintenance. Funding for roadway maintenance has also come from the same traditional State and Federal sources, but has relied more heavily than new construction on contributions from the County's general fund.

At the same time, there are legislative restrictions on allowable uses for State and Federal funds. For example, gas tax revenues may not be spent on anything which is not in the County-maintained road system. As noted in Chapter 4, several of the proposed bicycle facilities are to be located in exclusive rights-of-way, that is, they are not associated with an adjacent roadway. These bike paths, such as the "paper streets" of El Moro Avenue or Broderson Avenue, would not be eligible for maintenance funding from State gas tax revenues. The County will need to continue to seek out funding sources for maintenance of such bike paths. Other bicycle paths will be built adjacent to, but separated from, arterial and collector roadways in the area. It has been determined that "road funds" could be used on maintenance of these bike paths, such as Doris Avenue or Los Osos Valley Road, if the path is determined to be a "mitigation measure" for the roadway itself.

Priorities and Expected Construction Commencement

The project priorities and expected construction commencement are detailed in Appendix A.

APPENDIX A

Capital Improvement Projects Table

**Los Osos Circulation Study
2002 Report
Appendix A - Capital Improvement Projects Table**

Priority	Road	From	To	Recommended Figure	Cost Estimate	Less			Funding From Impact Fees	Percent of Cost Funded From Impact Fees	Actual Construction Cost	Other Funding	Expected Construction Commencement ⁽¹⁾
						Existing Deficiencies	Other Sources	Through Traffic					
1	Doris Ave	Rosina	South Court	10	\$186,800		\$130,000		\$0	0%		USHA	N/A
2	Santa Maria Ave	8th	9th	11	\$38,200		\$102,059		\$0	0%		USHA	N/A
3	South Bay Blvd	El Moro Ave		Signalization	\$147,100				\$147,100	100%			2015
4	El Moro Ave	12th	South Bay	11	\$165,000		\$161,770		\$0	0%		USHA	N/A
5	LOVR	Palisades Ave	Bush	8	\$182,500			\$18,250	\$164,250	90%			2005
6	LOVR	Palisades Ave		Signalization	\$247,100				\$247,100	100%			2018
7	Ramona Ave	Broderson	7th	11	\$252,200				\$252,200	100%			2025
8	Ramona Ave	9th	11th	11	\$189,800				\$189,800	100%			2025
9	Ramona Ave	11th	South Bay	11	\$631,800				\$631,800	100%			2025
10	Ramona Ave	4th Street	Ravenna Ave	Intersection Realignment	\$572,900				\$572,900	100%			2025
11	LOVR	Ravenna Ave		Signalization	\$247,100				\$247,100	100%			2021

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						Existing Deficiencies	Other Sources	Through Traffic					
12	South Bay Blvd	Ramona Ave.		Signalization	\$247,100				\$247,100	100%			2009
13	South Bay Blvd	Santa Ysabel Ave		Intersection Improvements	\$246,900				\$246,900	100%			2003
14	Broderson Ave	LOVR	Binscarth	12	\$156,100		\$81,135		\$0	0%		Bikeways	N/A
15	Broderson Ave	Binscarth	Ramona Ave	10	\$51,800		\$25,375		\$0	0%		Bikeways	N/A
16	Skyline Drive	Doris	Palisades Ave	10	\$334,900				\$0	0%			N/A
17	LOVR	Bush Street	9th	8	\$125,500			\$12,550	\$112,950	90%			2005
18	LOVR	Pine Avenue	Doris	8	\$230,100			\$23,010	\$207,090	90%			
19	LOVR	Pine Avenue		Signalization	\$247,100				\$247,100	100%			
20	Skyline Drive	Palisades Ave	7th	11	\$75,700				\$0	0%			N/A
21	LOVR	10th	Los Osos Creek	11	\$832,700		\$274,007		\$0	0%			N/A
22	Fairchild Way	Los Olivos	Nipomo	11	\$273,000		\$93,935		\$0	0%		Local	N/A

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						Existing Deficiencies	Other Sources	Through Traffic					
23	Ravenna Ave	LOVR	Ramona Ave	10	\$556,400				\$0	0%			N/A
24	Pecho Valley Road	Pecho Road	Montano De Oro	10	\$750,000		\$730,222		\$0	0%		Bikeways	N/A
25	Ramona Ave	4th Street	10th Street	Install class II bike lanes	\$96,200		\$28,938		\$0	0%		Bikeways	N/A
26	El Moro Ave	2nd	12th	11	\$142,700		\$27,045		\$0	0%		Bikeways	N/A
27	LOVR	South Bay Blvd		Dual Left Turn Pocket	\$237,300				\$237,300	100%			2006
28	LOVR	Pine Street	Palisades Ave	8	\$531,500			\$53,150	\$478,350	90%			2005
29	Santa Ynez Ave	9th	South Bay Blvd	11	\$241,600		\$60,880		\$0	0%		Bikeways	N/A
30	18th Street	Pismo Ave	Santa Maria	11	\$369,400		162382		\$0	0%		Local	N/A
31	18th Street	Pismo Avenue	North End	11, 12	\$153,800		\$15,248		\$0	0%		Bikeways	N/A
32	17th/Mtn View	South End	Pismo Avenue	11	\$80,300				\$0	0%			N/A
33	17th/Mtn View	LOVR	South End	12	\$389,900		\$71,453		\$0	0%		Bikeways	N/A

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						Existing Deficiencies	Other Sources	Through Traffic					
34	South Bay Blvd	Santa Ysabel Avenue	Urban/Rural Reserve Line	9	\$345,800			\$103,740	\$242,060	70%			2024
35	Pismo Avenue	3rd	4th	10	\$84,200		\$15,248		\$0	0%		Bikeways	N/A
36	Pismo Avenue	4th Street	16th	10	\$573,100		\$152,143		\$0	0%		Bikeways	N/A
37	Pismo Avenue	16th	18th	11	\$88,700		\$20,256		\$0	0%		Bikeways	N/A
38	Pismo Avenue	18th	South Bay	11	\$94,100		\$20,256		\$0	0%		Bikeways	N/A
39	Santa Maria Ave	12th	18th	11	\$373,600		\$202,895		\$0	0%		Local	N/A
40	Paso Robles Ave	3rd	10th	11	\$433,700		\$31,720		\$0	0%		Parks/Trails	N/A
41	South Bay Blvd	Nipomo Ave		Signalization	\$247,100				\$247,100	100%			2012
42	Rosina Drive	Doris	Pine	11	\$191,700		\$94,714		\$0	0%		Local	N/A
43	Pecho Road	LOVR	Binscarth	11	\$193,900		\$54,090		\$0	0%		Bikeways	N/A
44	2nd Street	El Moro Ave	Santa Ysabel Avenue	11	\$115,200		\$0		\$0	0%		N/A	N/A

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						Existing Deficiencies	Other Sources	Through Traffic					
45	Palisades Ave	Highland	Skyline	11	\$455,200		\$0		\$0	0%		N/A	N/A
46	Highland Drive	West End	Pecho Valley	12	\$210,900		\$71,008		\$0	0%		Bikeways	N/A
47	Doris Ave	Highland	LOVR	11			\$0		\$0	0%		N/A	N/A
48	Nipomo Ave	7th	Mtn View	11	\$382,600		\$0		\$0	0%		N/A	N/A
49	Binscarth Road	Pecho Road	Broderson	11	\$305,700		\$0		\$0	0%		N/A	N/A
50	San Luis Ave	6th	13th	11	\$517,400		\$243,407		\$0	0%		Local	N/A
51	7th Street	Nipomo Ave	San Luis	11	\$170,200		\$27,045		\$0	0%		Local	N/A
52	13th Street	Pismo Ave	Paso Robles	11	\$131,000		\$27,045		\$0	0%		Local	N/A
53	LOVR	9th	10th	11	\$35,000		\$0		\$0	0%		N/A	N/A
54	Ramona Ave	Fearn	Doris	11	\$116,000		\$7,012		\$0	0%		Parks/Trails	N/A
55	Highland Drive	West End	Palisades Ave	11	\$0		\$0		\$0	0%		N/A	N/A

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						Existing Deficiencies	Other Sources	Through Traffic					
56	Santa Paula	13th	16th	12	\$88,900		\$38,036		\$0	0%		Parks/Trails	N/A
57	South Bay Blvd	LOVR	Bay Oaks	11	\$837,000				\$0	0%			N/A
58	South Bay Blvd	Bay Oaks	Travis	11	\$1,530,300				\$0	0%			N/A
59	Broderon Ave	Highland	South Bay	11	\$329,300		\$103,507		\$0	0%		Local	N/A
60	Palisades Ave	Highland	South Bay	11	\$329,300		\$103,507		\$0	0%		Local	N/A
61	Ravenna Ave	Highland	South Bay	11	\$329,300		\$103,507		\$0	0%		Local	N/A
62	Skyline Drive	Pecho Road	Doris	11	\$185,800				\$0	0%			N/A
63	South Bay Blvd	El Moro	Santa Ysabel Avenue	9	\$349,100			\$104,730	\$244,370	70%			2013
64	South Bay Blvd	Pismo Avenue		Signalization	\$247,100				\$247,100	100%			2027
65	South Bay Blvd	LOVR	Nipomo Ave	9	\$592,600			\$177,780	\$414,820	70%			2013
66	South Bay Blvd	Nipomo Ave	El Moro	9	\$821,800			\$246,540	\$575,260	70%			2013

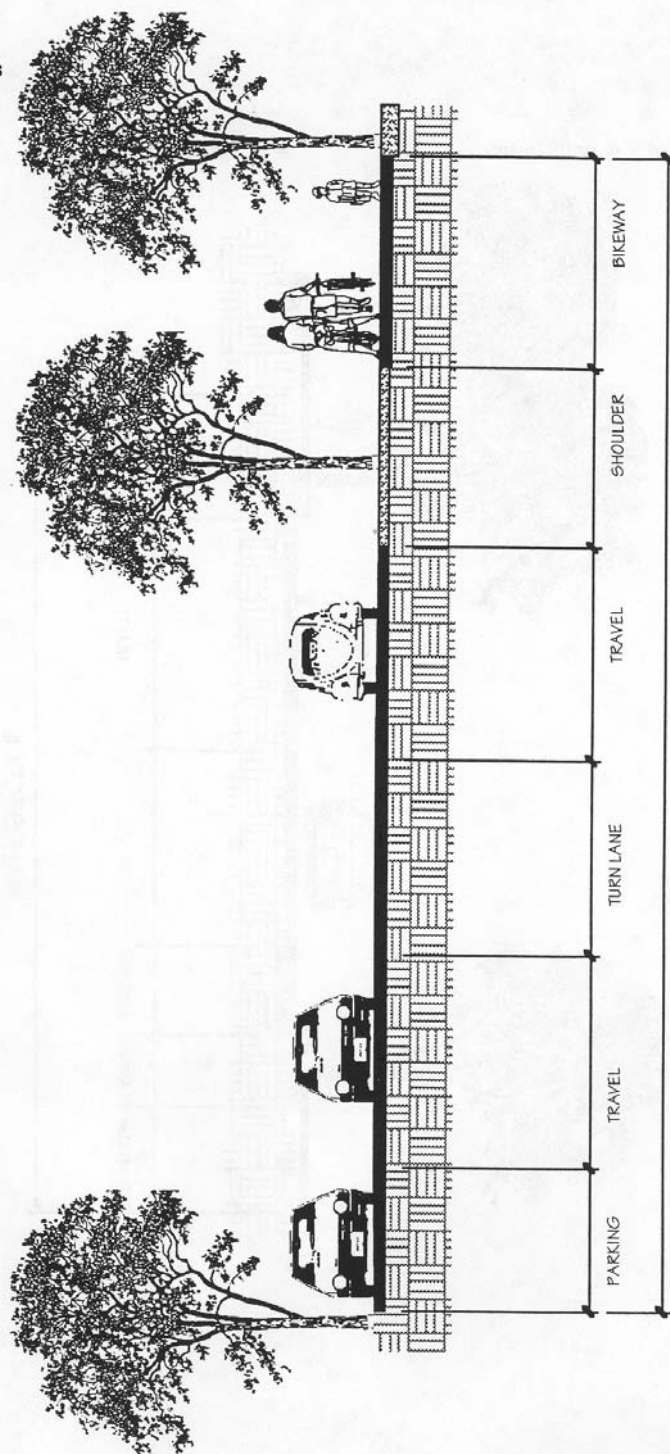
Los Osos Circulation Study 2002 Report Appendix A - Capital Improvement Projects Table													
Priority	Road	From	To	Recommended Figure	Cost Estimate	Less			Funding From Impact Fees	Percent of Cost Funded From Impact Fees	Actual Construction Cost	Other Funding	Expected Construction Commencement ⁽¹⁾
						Existing Deficiencies	Other Sources	Through Traffic					
67	Broderson Avenue	LOVR	Binscarth Road	12	\$72,900				\$0	0%			N/A
68	Ravenna Avenue	LOVR	Ramona Avenue	10	\$200,000				\$0	0%			N/A
69	3rd Street	Ramona Ave.	Pismo Avenue	12	\$120,000				\$0	0%			
70	3rd Street	Pismo Avenue	El Moro	Install class II bike lanes	\$60,000				\$0	0%			
71	11th Street	El Moro Ave	Santa Ysabel Avenue	Install class II bike lanes	\$60,800				\$0	0%			
72	Ramona Ave	7th	9th	Install class II bike lanes	\$60,000				\$0	0%			
73	Doris Ave	LOVR	Rosina	Install class II bike lanes	\$60,000				\$0	0%			
74	South Bay Blvd	LOVR	Pismo Avenue	12	\$300,000				\$0	0%			
TOTALS					\$20,869,800	\$0	\$3,279,845	\$739,750	\$6,199,750		\$0		

(1) Expected construction commencement date is the approximate date on which funding is expected to be deposited to complete improvement.

APPENDIX B

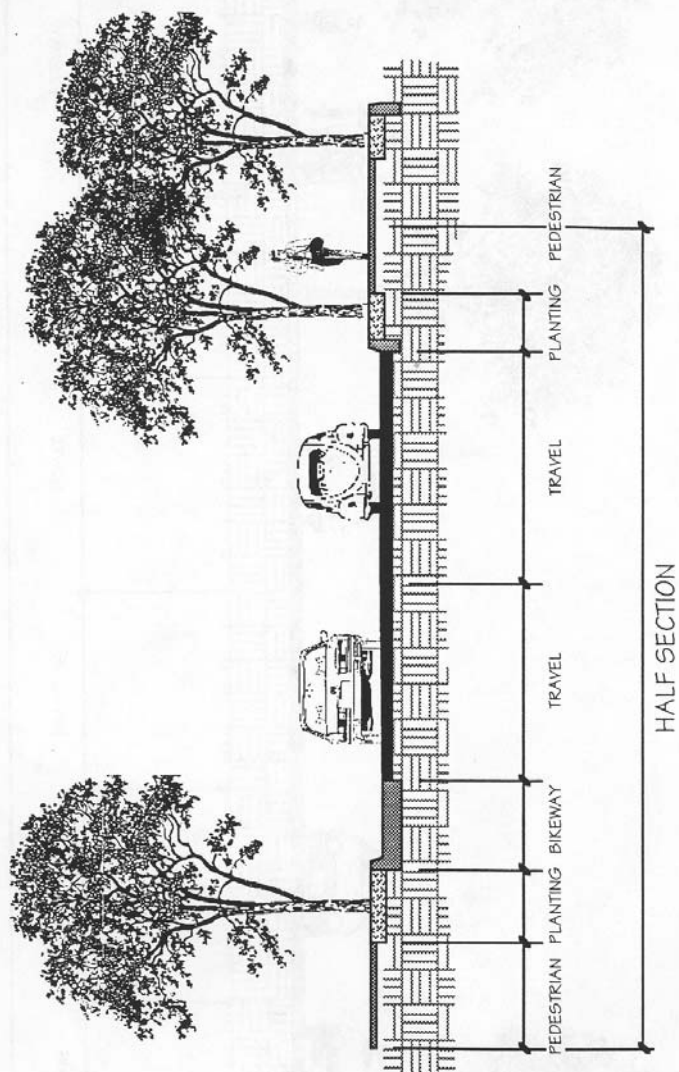
Road Cross Section Figures

Figure 8
Arterial Road - 3 lanes



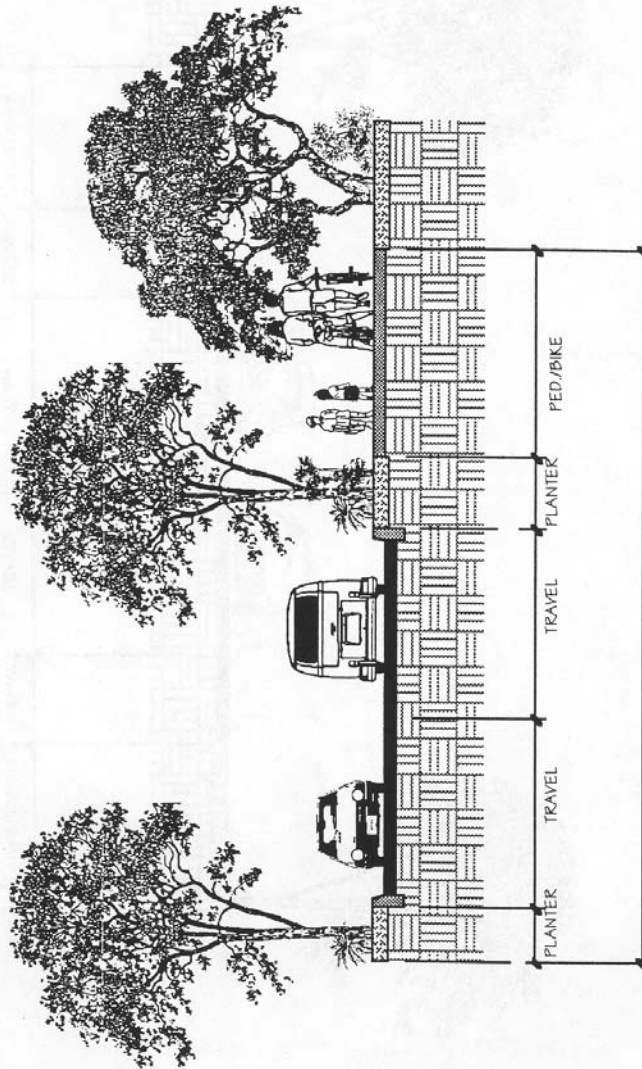
This cross-section is a general guideline to the combination of uses proposed. The specifics of project design, including *but not limited to* drainage facilities, will be determined at the time of construction of each project.

Figure 9
Arterial Road - 4 or 5 lanes



This cross-section is a general guideline to the combination of uses proposed. The specifics of project design, including but not limited to drainage facilities, will be determined at the time of construction of each project.

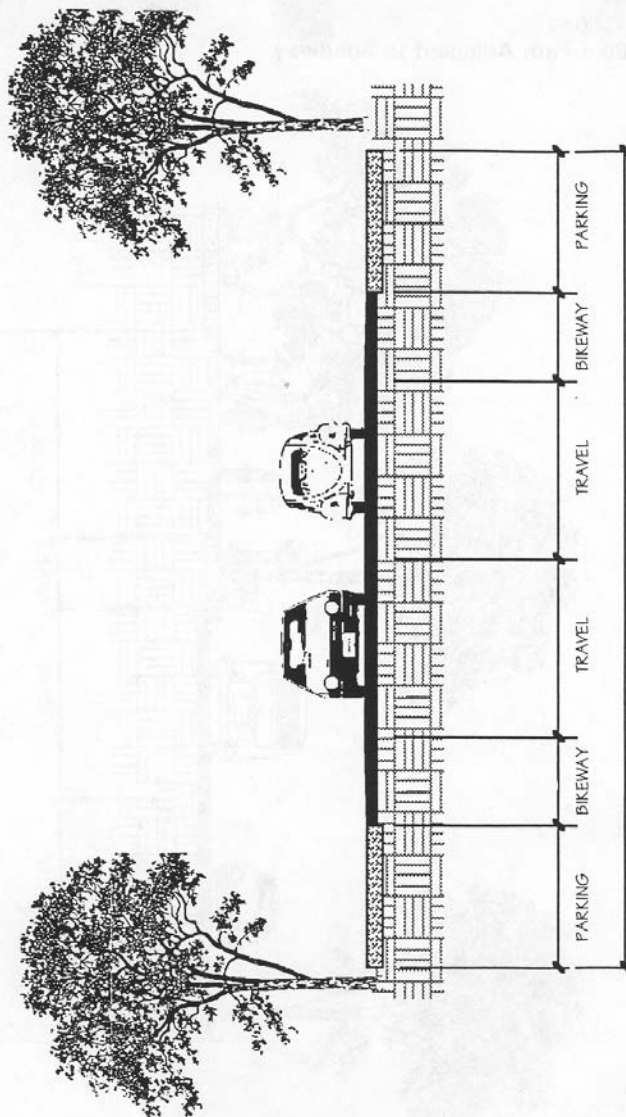
Figure 10
Collector Road
Class I Bike Path Adjacent to Roadway



This cross-section is a general guideline to the combination of uses proposed. The specifics of project design, including *but not limited to* drainage facilities, will be determined at the time of construction of each project.

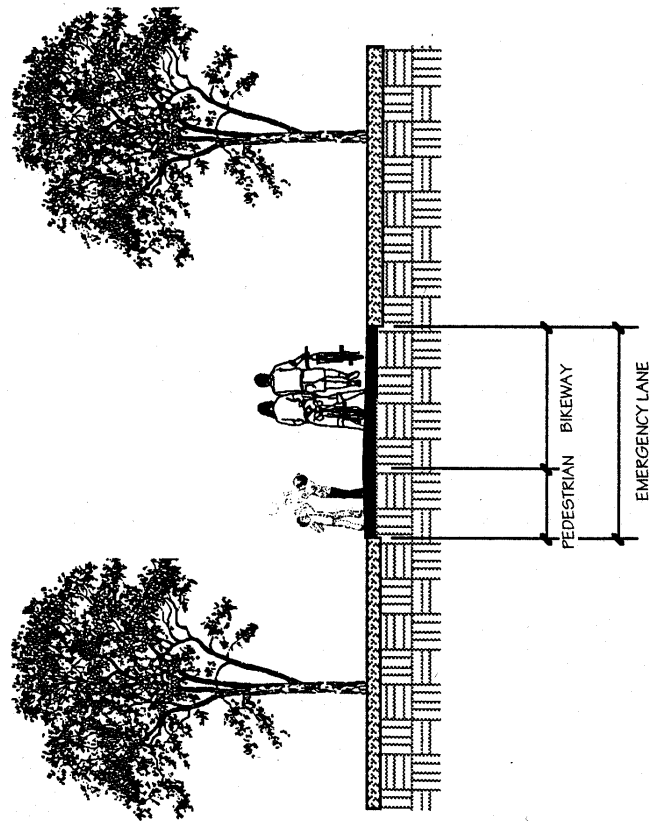
Figure 11
Collector Road
Optional Parking and/or Class II Bike Lanes

Paved parking and/or Class II bicycle lanes may be included as part of this cross-section. Refer to Table 2 for specific recommendations for each road segment.



This cross-section is a general guideline to the combination of uses proposed. The specifics of project design, including but not limited to drainage facilities, will be determined at the time of construction of each project.

Figure 12
Exclusive bicycle/pedestrian path

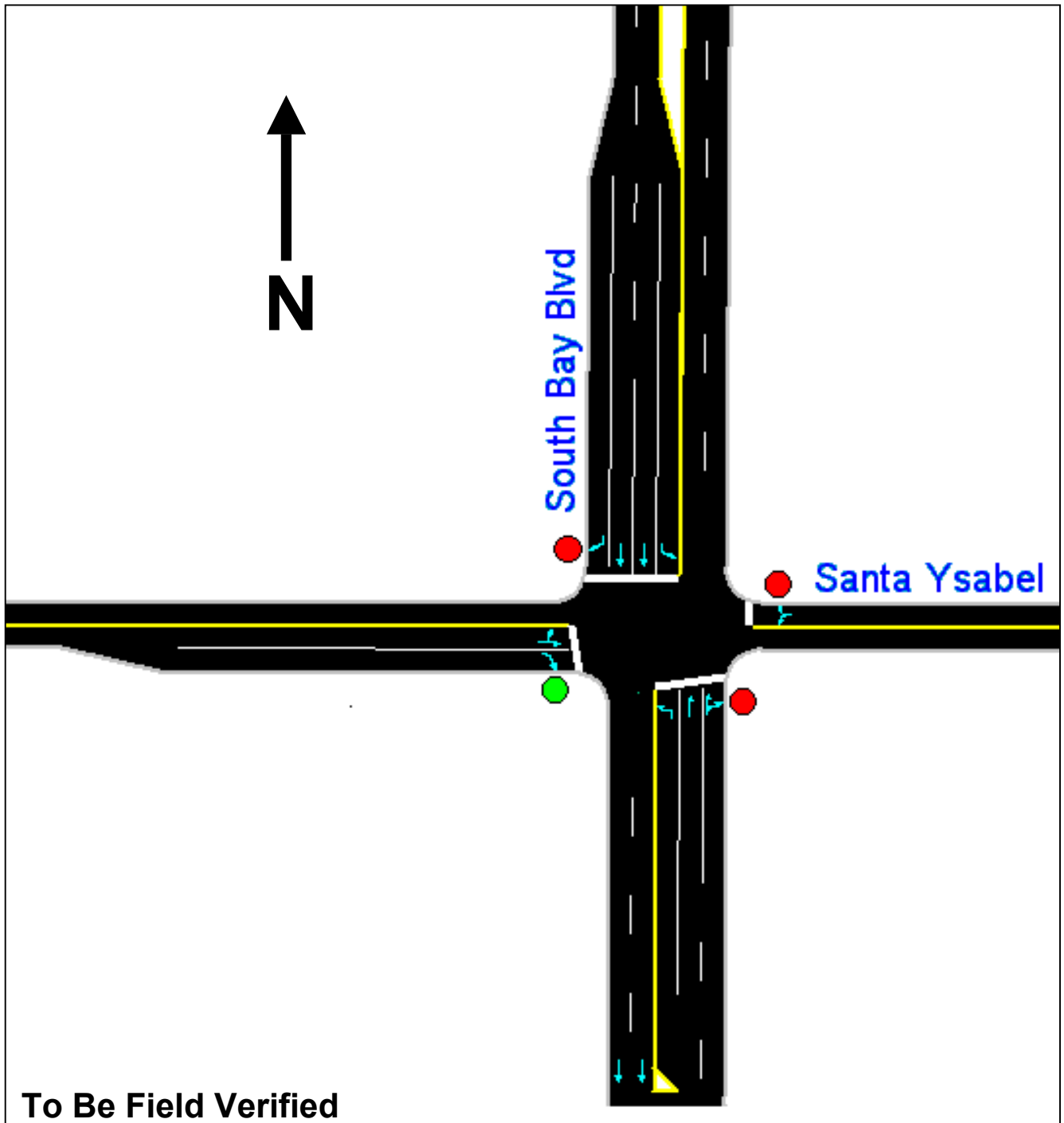


This cross-section is a general guideline to the combination of uses proposed. The specifics of project design, including but not limited to drainage facilities, will be determined at the time of construction of each project.

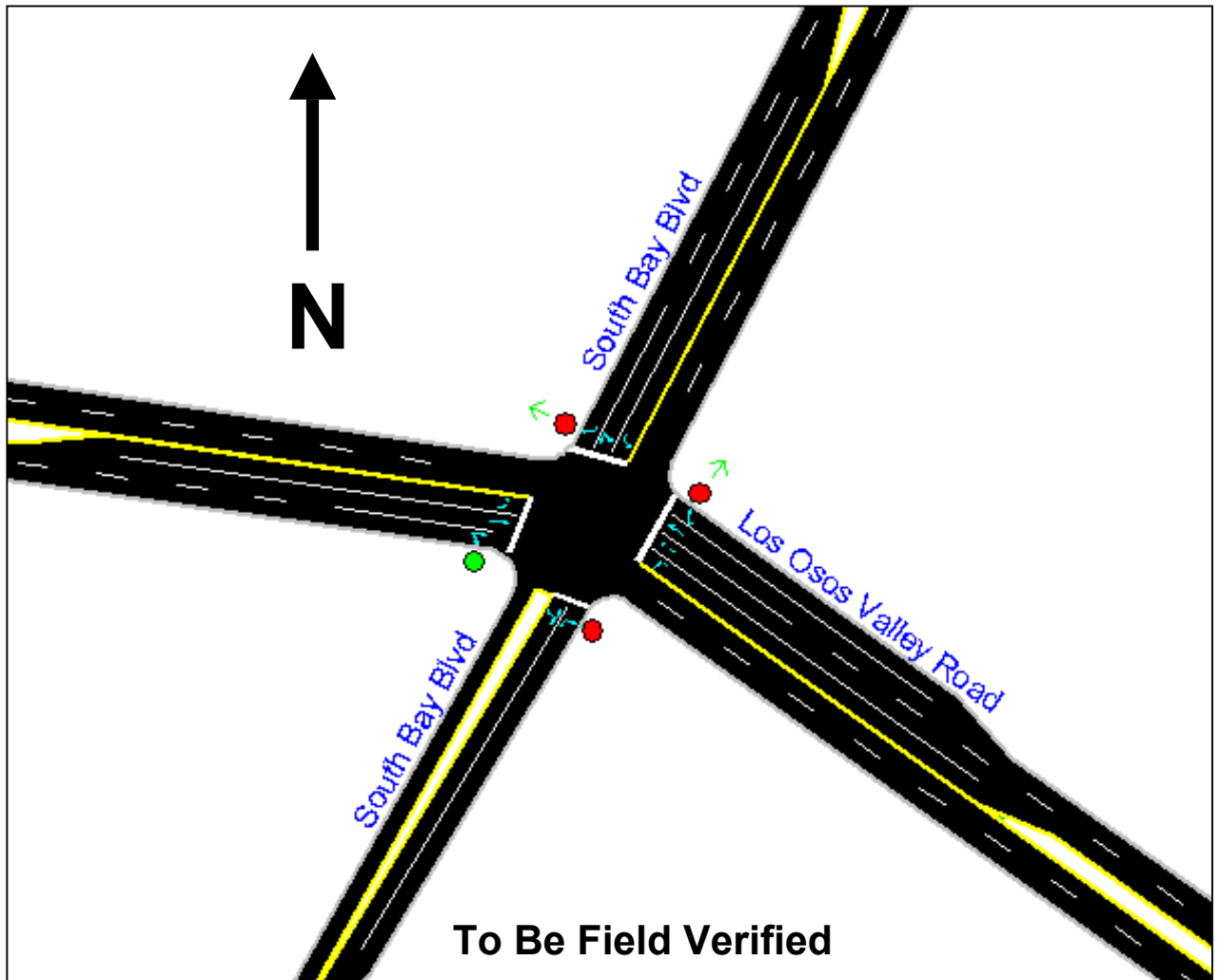
APPENDIX C

Intersection Configurations

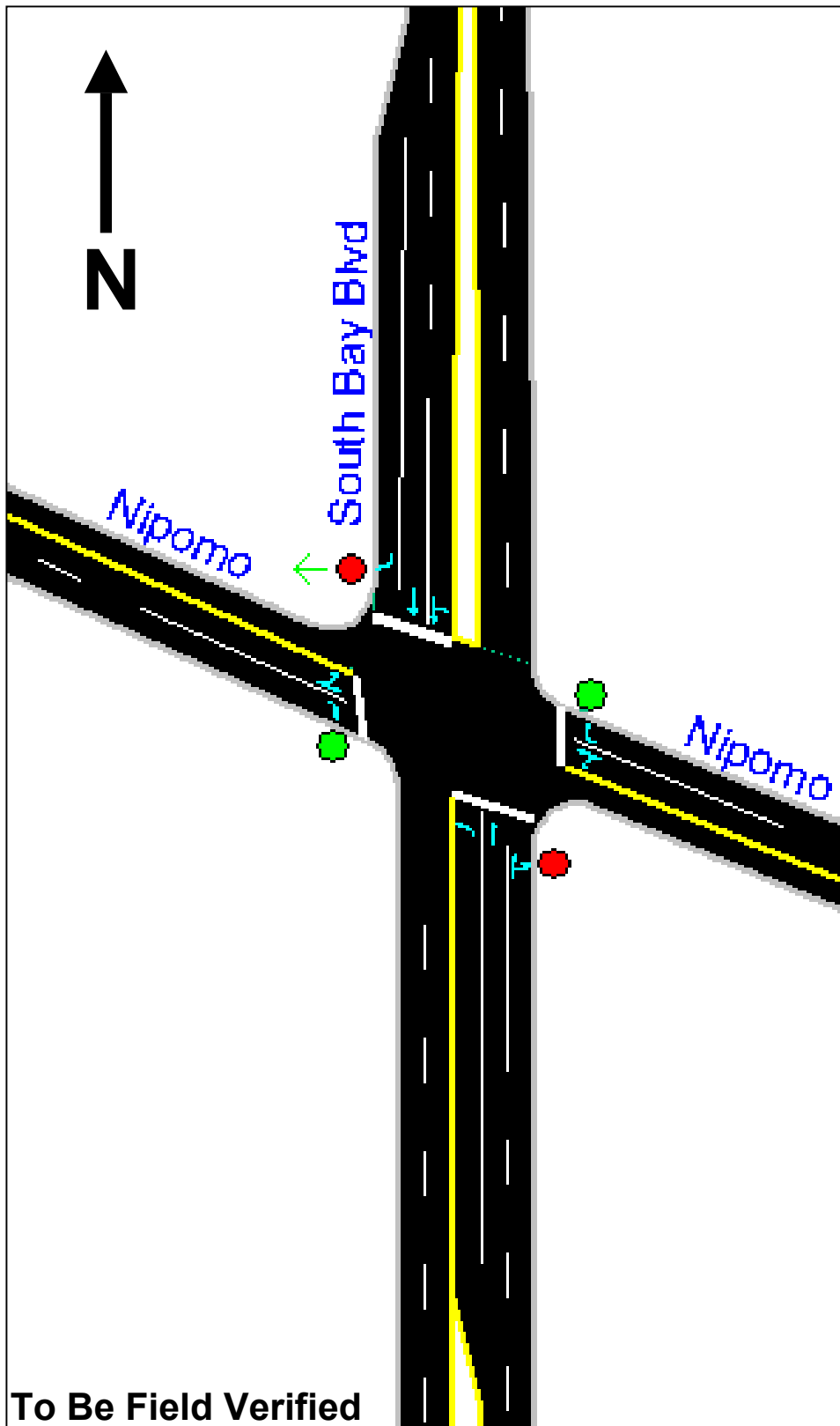
South Bay Boulevard/Santa Ysabel Avenue Buildout Intersection Configuration



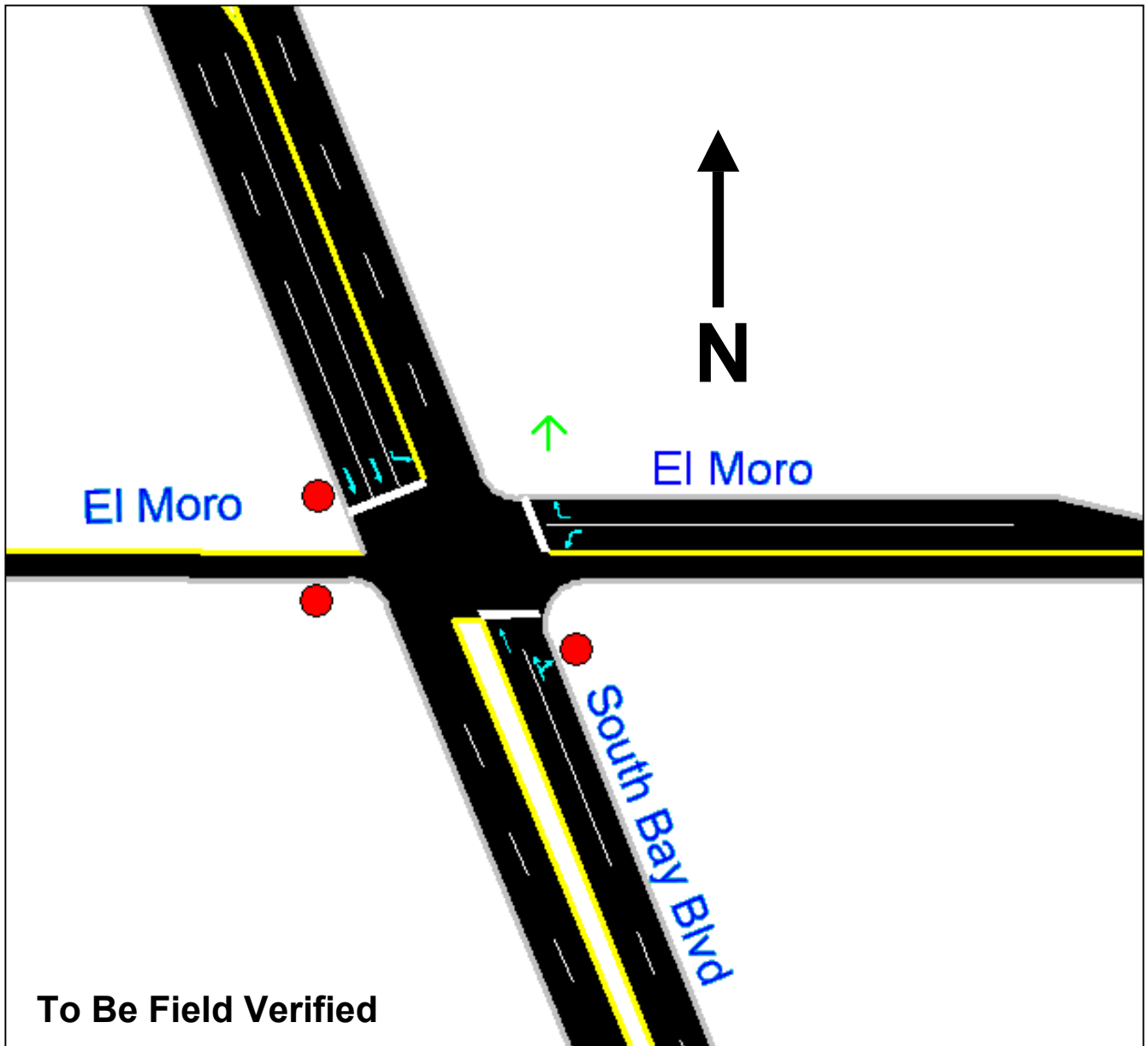
South Bay Boulevard/Los Osos Valley Road Buildout Intersection Configuration



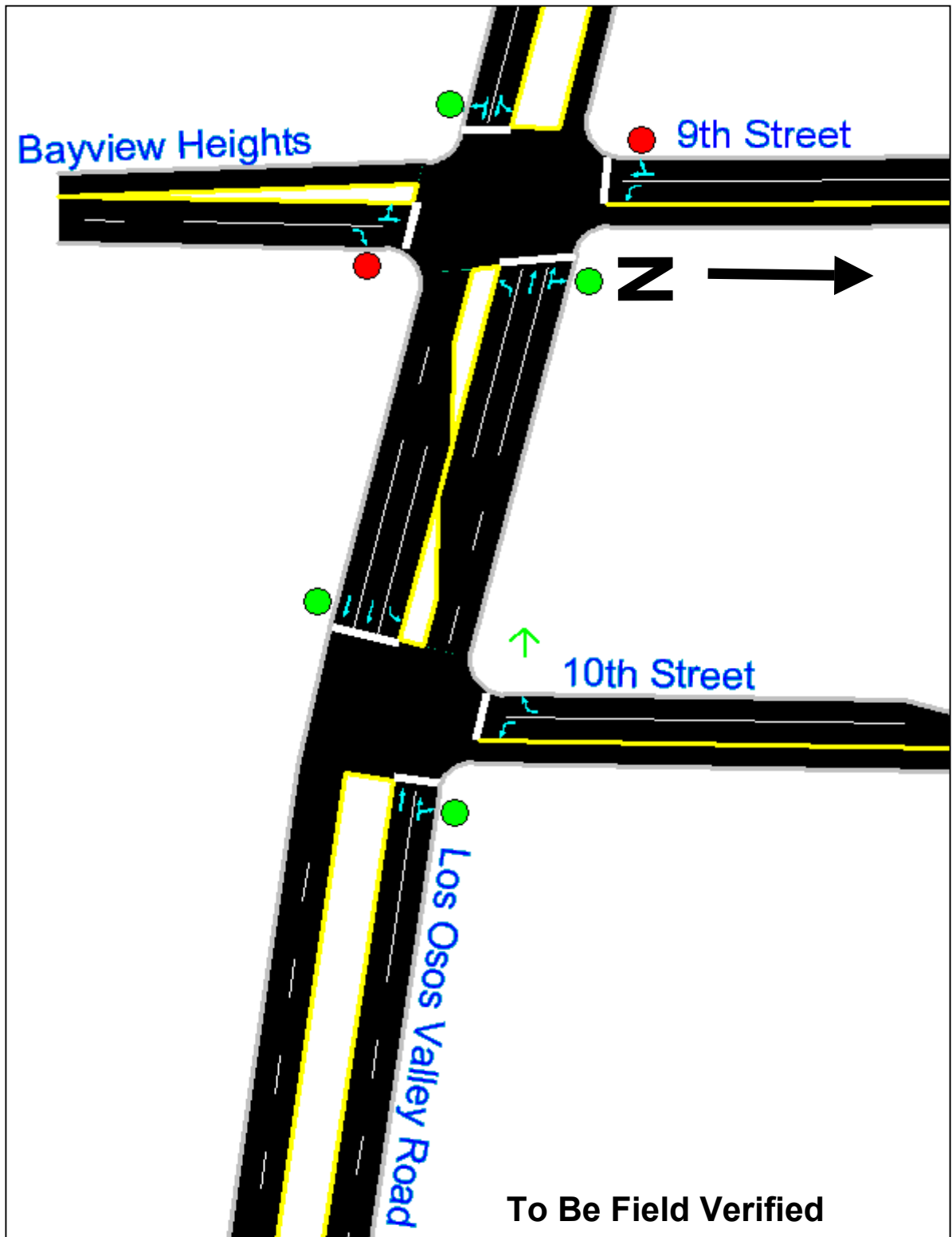
South Bay Boulevard/Nipomo Avenue Buildout Intersection Configuration



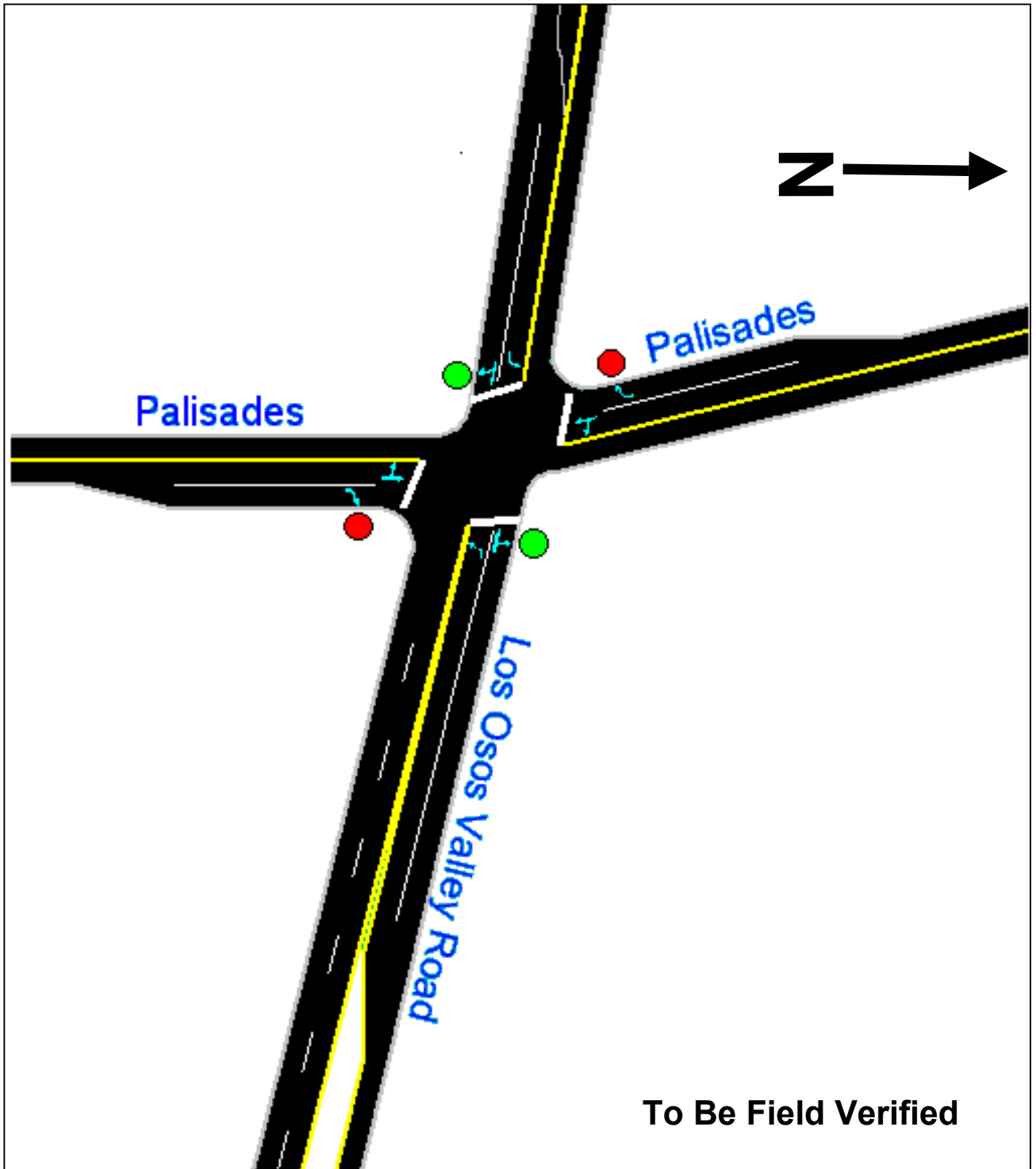
South Bay Boulevard/El Moro Avenue Buildout Intersection Configuration



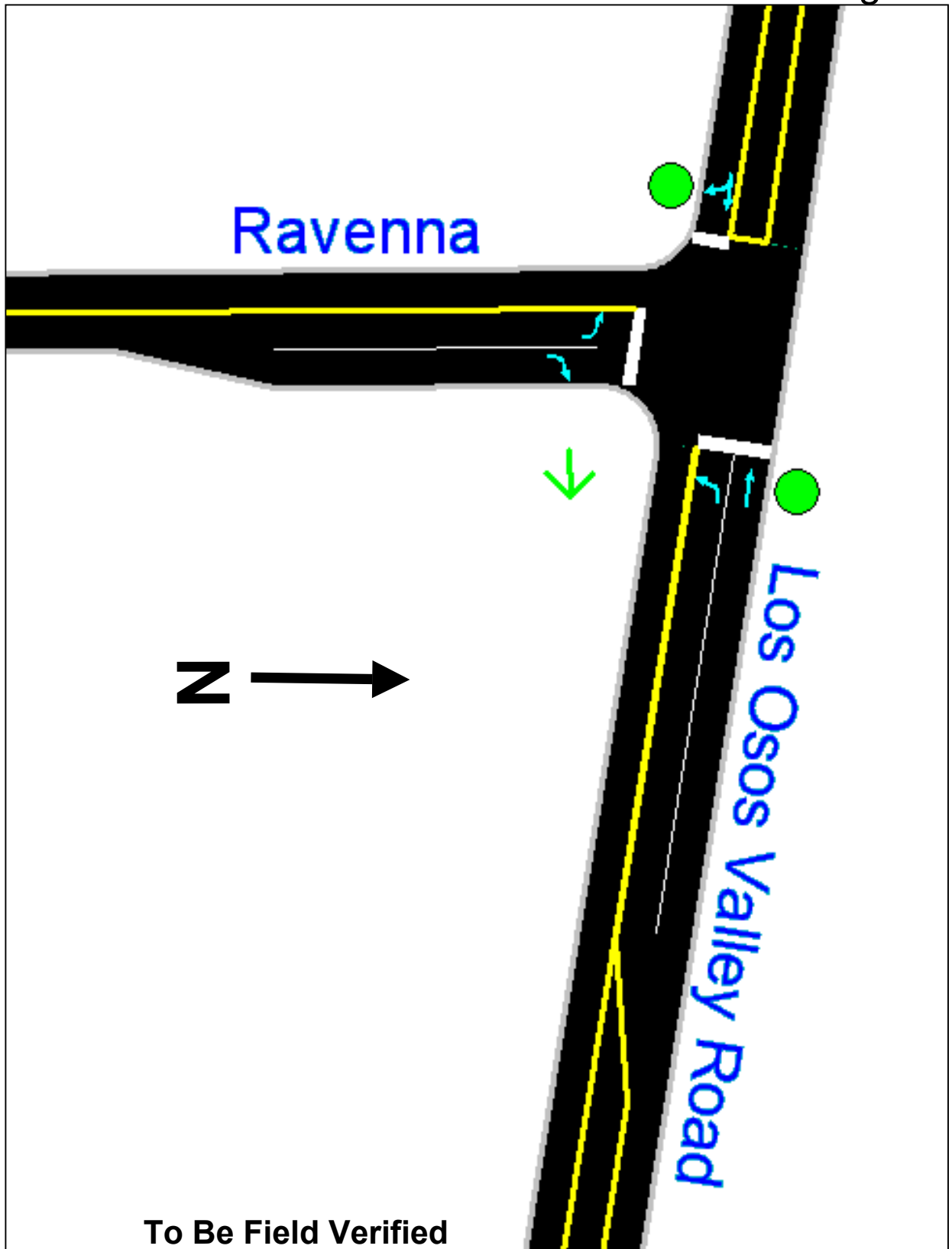
Los Osos Valley Road/9Th and 10Th Streets Buildout Intersection Configuration



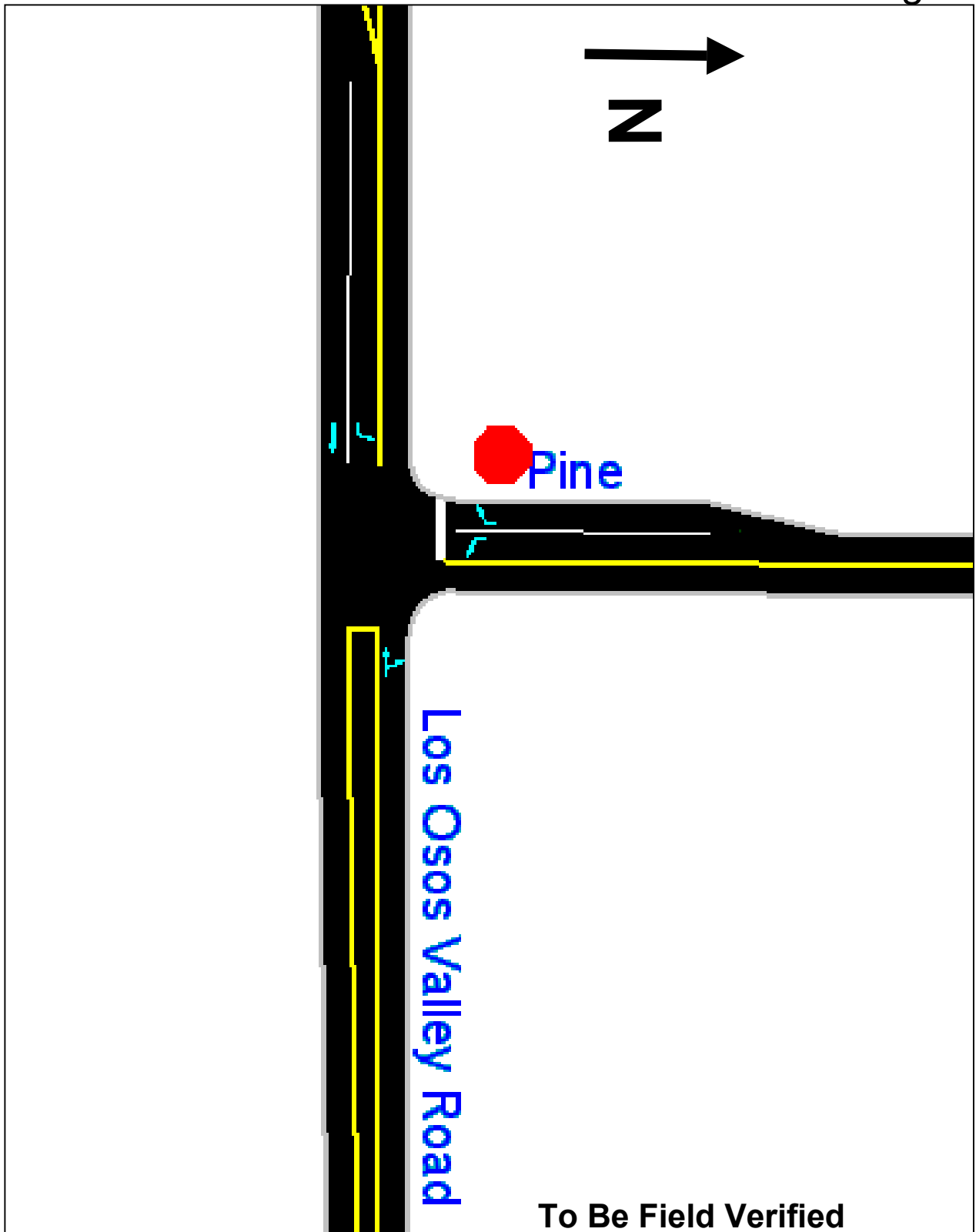
Los Osos Valley Road/Palisades Avenue Buildout Intersection Configuration



Los Osos Valley Road/Ravenna Avenue Buildout Intersection Configuration



Los Osos Valley Road/Ravenna Avenue Buildout Intersection Configuration



APPENDIX D

Road Impact Fee Fund

San Luis Obispo County					
Road Improvement Account: 0783 Los Osos					
As of: 5/31/2002					
Fiscal Year (July to June)	FY Beginning Fund Balance	Fees Received	Interest Earnings	Project Expenditures	FY Ending Fund Balance
1994/1995	\$0.00	\$5,703.00	\$136.00	\$0.00	\$5,839.00
1995/1996	\$5,839.00	\$2,077.00	\$419.00	\$0.00	\$8,335.00
1996/1997	\$8,335.00	\$12,331.00	\$710.00	\$0.00	\$21,376.00
1997/1998	\$21,376.00	\$63,437.00	\$2,225.00	\$18,135.38	\$68,902.62
1998/1999	\$68,902.62	\$336,950.00	\$12,827.00	\$0.00	\$418,679.62
1999/2000	\$418,679.62	\$61,236.00	\$29,170.00	\$64.40	\$509,021.22
2000/2001	\$509,021.22	\$24,198.00	\$32,035.00	\$81.94	\$565,172.28
2001/2002	\$565,172.28	\$18,993.00	\$6,697.00	\$33,314.59	\$557,547.69

San Luis Obispo County								
Road Improvement Account: 0783 Los Osos								
As of: 5/31/2002								
	Fiscal Year							
Project Name	1994/1995	1995/1996	1996/1997	1997/1998	1998/1999	1999/2000	2000/2001	2001/2002
Doris Avenue	\$0.00					\$64.40	\$81.94	\$29,775.98
Ramona from South Bay to 11th	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$24.94
Santa Ysabel from South Bay to 2nd	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,513.67
Pallisades at LOVR	\$0.00	\$0.00	\$0.00	\$18,135.38	\$0.00	\$0.00	\$0.00	\$0.00
Total	\$0.00	\$0.00	\$0.00	\$18,135.38	\$0.00	\$64.40	\$81.94	\$33,314.59

APPENDIX E

Los Osos Vision Statement

Community Input

Through out the process of developing this document (both in its original format and this version) community input has been sought and incorporated. This has come in the forms of the community visioning process discussed in the 1994 study, the Los Osos vision statement (included in this appendix), as well as soliciting public comment and the approval of LOCAC in regards to projects and priorities.

During the development and completion of a project we try to address issues individuals have about it, as well as the community vision for Los Osos.

This appendix consists of the Los Osos Vision Statement as it was approved in June of 1995. Currently there is some discussion from LOCAC about revising the document. When a new revision is approved the Public works department would look to it as an indicator of overall community vision as pertaining to projects.